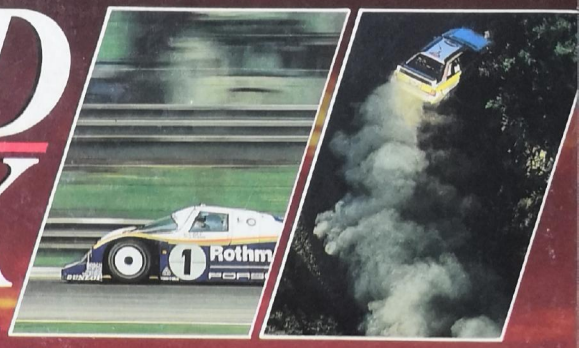
GRAND PRIX INTERNATIONAL



DALLAS GP

Mansell out cold
Rosberg on the rampage

NÜRBURGRING 1000 KM

RALLIES

A trip to New-Zealand

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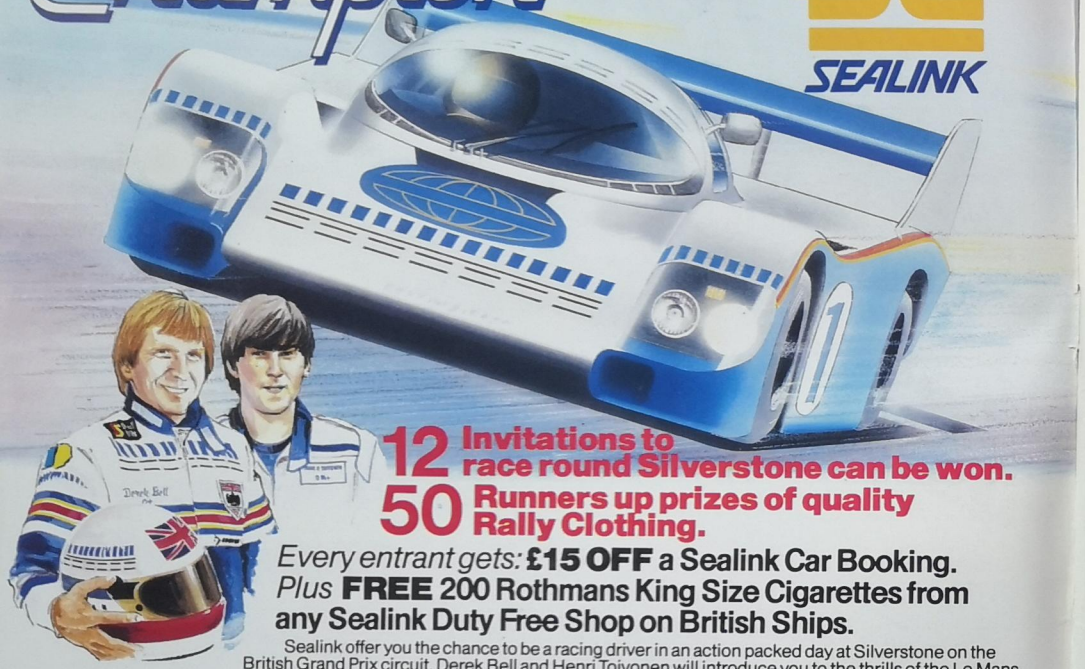

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ENTRY FORM

How to enter: Here are two drawings of the fabulous Porsche 911SC Rally Car. All you have to do is circle the 6 differences between the 2 drawings clearly in ink and send your completed entry to:
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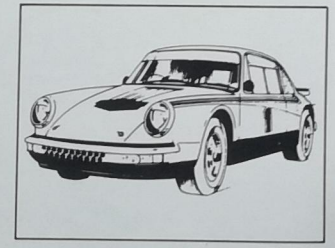
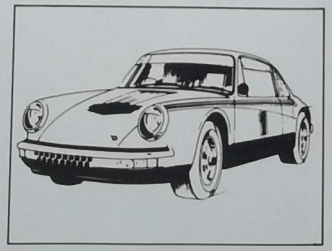
All correct entries will be placed in a prize draw on September 18th 1984, and winners will be notified by post. The race day will take place in October 1984.

Closing date: 17th September 1984.





Conditions of Entry

1. Only one entry per household. Entry is open to all UK residents over the age of 18, other than employees of Sealink, Grand Prix International, Rothmans International or anyone connected with this competition.
2. There are no cash alternatives to the prizes.
3. No proofs of purchase are required for entry.
4. Closing date for receipt of entries is 17/9/84. No responsibility will be accepted by the organisers for entries which are lost, delayed or damaged in the post, which are illegible or arrive after the closing date.
5. The judges decision on the differences between the two cars will be final and no correspondence will be entered into.
6. Correct entries will be placed in a prize draw to take place on 18/9/84. Prizes will be awarded to those correct entries drawn out sequentially. All winners will be notified by post. A list of winners will be available on receipt of a stamped addressed envelope to the competition address.
7. Allow 28 days for delivery.
8. The race day will take place in October 1984 on a date to be fixed by the Judges and no responsibility for winners ability to attend can be taken by Sealink, Rothmans International, Grand Prix International nor their agents.
9. All entrants will receive a £15 Discount Voucher for a Sealink Car booking to Continental or Irish ports plus a voucher for 200 Rothmans King Size cigarettes free from any Sealink Duty Free Shop on British Ships.
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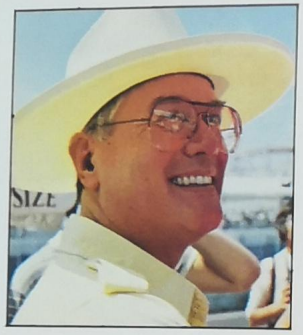

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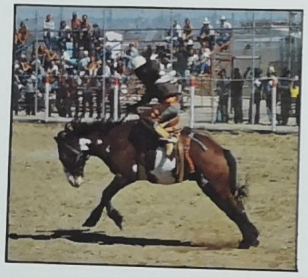
GRAFFITI

Relentless Keith Botsford went to Southfork. He was also seen at Dallas, whose airport, he says, is larger than Holland. The Graffiti Saga continues.



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DALLAS GRAND PRIX

Caricature of a Grand Prix. The drivers were sweating it out under the torrid heat, tangling as though it were going out of style — in other words it was a stupid, dangerous Grand Prix. Luckily Keke Rosberg and René Arnoux were there.

PAGE 8

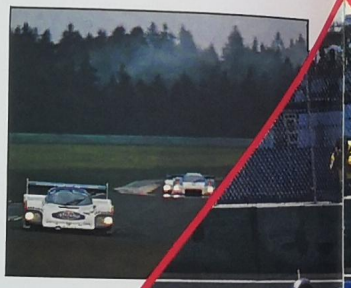
PADDOCKS

Martin Brundle absent from F1 circuits for a while. Pirelli has higher hopes for F1. The first transfer rumours.

PAGE 52

NÜRBURGRING 1,000 KM

The first world endurance championship race on the new Nürburgring circuit. This was a race that Porsche was determined to win, a question of pride. However, the private Porsches have got cracking since Le Mans.



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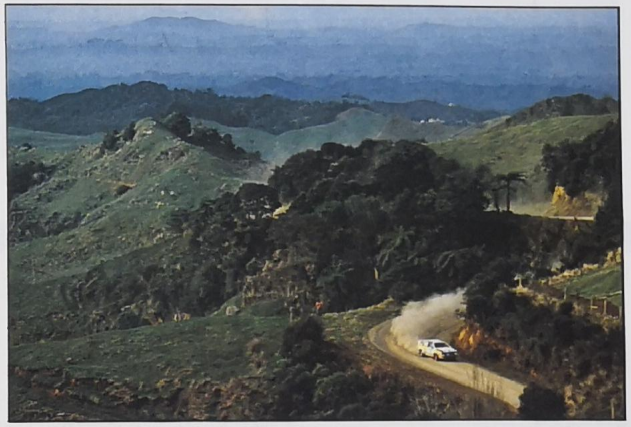
NEW ZEALAND RALLY

One Lancia against three Audis. The bets were largely on the German constructor for this rally down under. Stig Blomqvist put up a good fight and is now a step nearer that world title.



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ELIO DE ANGELIS

One of the eternal hopefuls or a confirmed F1 star? After much promising talent displayed, he still hasn't made it in spite of his questionable win at the 1982 Austrian GP. Elio De Angelis still has lucky stars to thank while those world championship points keep coming in.

PAGE 98

THIRD DEGREE

Jacky Ickx, Clerk of the Course at Monaco earlier this year, was far from happy about the remarks made by FISA's Jean-Marie Balestre after the race. Now they're discussing it in court. Jacky explains why he has found it necessary to resort to the law.

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POST SCRIPTUM

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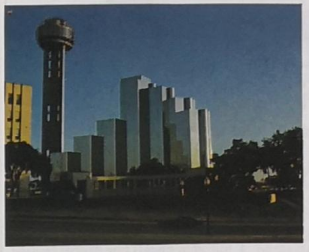
COMING UP IN GPI...

Graffiti



Keith Botsford

"All white orders 35c extra". This on a chicken shack in the middle of the Cotton Bowl grounds where the Dallas Grand Prix is being held. One has the usual worries about language, when all they're talking about is white meat and not drumsticks, not white supremacy. The police appear like so many cardboard cut-outs, rigged out with identical moustaches and sunglasses and Texas has secessionist tendencies. We have no sooner started a day of free practice when the lawyers are already encamped under the cottonwood trees because the local organizers are saying to Mr. Ecclestone that they "own" this race and they'll

THE AIRPORT ITSELF IS THE SIZE OF HOLLAND.

do as they please. Dallas and Texas are worlds apart, run by their own rules.
If a frisbee flies over the side of the pool it falls a hundred feet into a giant excavation, the next movie-set skyscraper going up by our hotel; next door, seventy stories up, a hose is burnishing all that one-way glass in which the denizens of downtown transact those deals so dear to Texans, swopping twelve oil leases, three mistresses and a barbecue pit for a little contract to build ninety-nine prisons, four universities and another forty branches of Nieman Marcus.
In truth, arriving, we had a hard time finding the downtown. The airport itself is the size of Holland and the air is of the sort of cloying density you find in greenhouses where they grow rare orchids. By night we drive along numbered roads without destinations heading in the general direction of the brighter lights. The trick is that there is not a city called Dallas or a downtown. There are five hundred of them, each with its own refrigerated air, total silence and absent inhabitants. You don't go downstairs here for a loaf of bread: you get in your air-conditionned car and go a few dozen miles and find another downtown that you hope has shops. When you get there, you can buy diamond-studded cowboy boots ($37,500) but bread you may not find.
In the sticky afternoon heat (the sky seems endless and the sun omnipresent), half-way up a neighbouring building, joggers jog. Four men in eight giant machines are erecting a skyscraper, but who is going to dwell and toil therein? The natives, apart from one stiletto-heeled cowgirl hooker who parades by the front door looking cute, seem to be elsewhere. At the circuit, one grizzled veteran, belly hanging over a two-inch belt, cowboy hat on a head of sparse hair, blocks the absent traffic. Niki Lauda has gone around the circuit the day before it's officially open and gets stopped by the cops for doing thirty in a twenty-mile zone; the scene is surreal. As surreal as driving past the Book Depot, as brown-brickish as ever, from which JFK was shot. It's still there, unmarked. Nothing is abandoned, just jettisoned and something built alongside.

NOTHING IS ABANDONED, JUST JETTISONED AND SOMETHING BUILT ALONGSIDE.

I admit to a fascination with Texan women. To reveal another deep, dark secret from my past, I taught for a number of years at the University of Texas, and I would come out in the morning to face a huge class and notice that while all the men (this was the late Sixties) looked either bedraggled, drugged, drunk, asleep or simply muscular—for I had offered to educate the football team, even—the women looked somehow ornate, rather like Dresden china figures that you might want to prop up on a mantelpiece but would not want to handle with any vehemence, lest their lacquered and artfully-layered hair should tremble or fall out. I didn't want to become a victim, as my brother once was, to appearances.

THE MEN LOOKED EITHER BEDRAGGLED, DRUGGED, DRUNK, ASLEEP OR SIMPLY MUSCULAR.

He, an inveterate Savoy-stayer in his palmier days, had conceived an amorous attachment for the lady at the switchboard and had done all he could, against her plummy protestations, to seduce her telephonically. The which he did, one day, only to find her, when she arrived, ill-favoured. I felt the same way about Texas girls, for when they opened their mouths, it was generally to bray or, if they favoured the honeyed accents of the Deep South, to utter inanities, to talk about sororities or their room-mates.

Of course, Dallas is not Austin, where the University was. Dallas women are so loaded with chic (well, some of them) that it's a wonder they don't keel over from their cosmetics, their jewels and the credit cards they clutch in little diamond-studded reticules. With the temperature at 100 degrees, they never listed. They maintained bright smiles that must have cost them thousands in dentistry and stayed fresh in the face with the same make-up fixed, like a mummy's, forever. What, one wondered, did whey think of a race?

Perhaps it is one of the characteristics of rich places that everything becomes a social event that must be pushed to an extreme. Thus you have in Dallas, as elsewhere these days in America, that new phenomenon, the actor-waiter. He's usually young, moustached, perhaps queer, and he reads the list of available dishes at you as though he were reciting Hamlet's soliloquy at full tilt. The *comble* in Dallas was when one young man went into his spiel at a very fancy, and pricy, French restaurant, and then, as though by magic, brought out his wares: plates with the real thing on them, as though one could no longer make do with language. *"Thees, Monsieur,"* he would say in a passable version of fancy French, *"is ze pâté maison. Eet ees made of ze mince of ze veal wiz ze special 'erbs..."* By the end of that (since the plate was under cellophane), one had a hearty desire for pit-barbecued spare ribs, chile con carne or any other local and unpretentious delight. You know how it is, a shop with too many goods in it, all for sale, puts one off buying.

What I do love about Dallas, Texas and the USA in general is the language. As George Bernard Shaw said (more or less) the English and the Americans are two great nations separated by the barrier of a common language. The workers of the Dallas circuit—hirelings of Mr. Don Walker who put the Grand Prix together—were handing out a card which read as follows: *"I know! I don't think so either. But. This is the way Dallas Grand Prix said it had to be done. Without variance."* Underneath was Don Walker's name and number. That is using language with a vengeance: and in a country which tends to hide what a man really does under the fanciest possible title. A mechanic is thus promoted to a Vehicle Maintenance Specialist, the man who dumps your garbage when he's not working for the Mafia is a Sanitary Removal Engineer, toilets are Sanitary Disposal Units (in Dallas at the track they were more like those little cabins in which they locked up gallant officers while building bridges over the River Kwai) and, presumably, the cheerful hooker at our hotel door is a Sensual Satisfaction Purveyor.
Certainly, the drivers found the place puzzling. Elio de Angelis, for instance, was staying at Loew's Anatole, which is said (by them) to be the largest hotel in the world. They did not, note, say it was the best. In appearance, this monstrosity, the latest result of what is known as Chippendale American, is in fact a tower and an atrium (Roman for an enclosed courtyard). It has hanging gardens that don't hang, sunken pits where virtuosi play Chopin, nine restaurants in one part and another dozen in another (but only one of each genre, Chinese, pseudo-Mexican, etc.) and looks like nothing so much as an inverted pail with a glass bottom (now on top). It's the sort of place you could easily get lost in and might be quite glad to do so. Probably equally puzzling to anyone is how you get around a town in which all the connecting points between the various skyscrapered centres exist only by numbers and compass points. Your directions to Point X might thus be,

THE CHEERFUL HOOKER AT OUR HOTEL DOOR IS A SENSUAL SATISFACTION PURVEYOR.

"You take 35E North, then 77 West, then...": by which time you have panicked, are trying desperately to find out which direction you're going in, reading a map out of the corner of your eye and twenty miles beyond where you ought to be. One of the classic nightmares.
But of course, I have so far been talking of the real Dallas. The one in which people presumably work (someone must fill those giant buildings scattered on the dusty plain?) not the realer-than-real Dallas, which is Dallas the Soap Opera. I mean, whoever those people are in the JR saga, of which I know absolutely nothing, it only needs one of them to appear to create an instant traffic-jam. I gather it is a saga of greed and swopped wives and mistresses and everyone is supposed to hate the hero who, like John McEnroe, is simply too good at his job, which is to make money.

IT'S THE SORT OF PLACE YOU COULD EASILY GET LOST IN AND MIGHT BE QUITE GLAD TO DO SO.

But this fictitious Dallas does exist and clearly it is more real than the real. Thus, surreal. When we all went out to the Southfork Ranch, courtesy of Benetton, who put on a handsome shindig out there, we had alongside our plates a few fake hundred-dollar bills, with the motto *"in Hagman we trust"*—Hagman being, I'm told, the villain JR. At the bottom of the bill is an offer I cannot resist: *"Buy a piece of Southfork Ranch from JR. Send $25 to Southfork Ranch, Plano, Tx 75074 to receive your sq foot recordable deed."* It is issued by J.R. Ducan - Owner, and must be one of the best offers ever made. After all, if you own a square foot, someone could trespass on it and you could collect millions for a right of way.
The high point of the visit was when various drivers took over (in mime) from the superannuated musicians of the band. De Cesaris with a guitar in hand? No, even better was the Alfa mechanic who reached over to where Mme. Graffiti and I were sedately dining on spicy beans and brisket and grabbed every available JR ranch plastic key ring. Back in a dingy suburb of Milan, may he be a hero to his own. □

NO BELLOF AT HOCKENHEIM

When you sign a contract with Porsche, you soon find out that there are no loopholes. Thus it is for Stefan Bellof, who had until recently been looking forward to racing F1 "at home" for the first time in the German Grand Prix at Hockenheim on August 5.

Stefan was certainly not expecting his Cosworth-engined Tyrrell to be quick enough down the long German straights to match the turbos, but his sponsors had made some plans for the race weekend which would have been useful to him.

Alas, Porsche management has knocked all that on the head by reminding the young star of his commitment to race his Rothmans 956 in Round 5 of the WEC, which happens to fall on the same afternoon at Canada's Mosport circuit.

Equally disappointed is Ken Tyrrell. With Martin Brundle out of action until September at the earliest after his Dallas accident, the British entrant will have to fall back on a substitute driver. Stefan Johansson — who is confirmed for Tyrrell at Brands Hatch — is the favourite tip.

THIN FIELD FOR MOSPORT

The first non-European round of this year's World Endurance championship, the 1000 kms of Mosport, has not exactly set the Group C teams rushing to enter.

Only 13 full WEC entries have been announced: two or three factory cars, three Fitzpatrick 956s, the Gaggia, one Shornstein, the Grid-Porsche, three Albas and a Cougar. A Canadian crew will take over the Gebhardt.

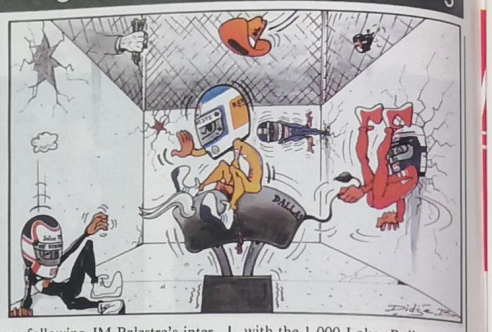
A hazard for everyone on the short, bumpy track near Toronto will be the IMSA and Trans-Am cars on which the organizers are counting to make up numbers: in view of a date clash with an IMSA race at Sears Point (California), this may not be easy. With his regular New Man/Joest 956 absent, however, Henri Pescarolo is looking for a suitable Group C drive in pursuit of drivers' championship points.

With Porsche's events, Jochen Mass may be seen in a Joest entry for the "drivers only" 1000 kms at Brands Hatch. The race at the Kentish circuit on July 29 will definitely have Stefan Bellof (in a Brun 956), but other star drivers may be absent.

Derek Bell, for example, will be racing an IMSA car in the States, while Jacky Ickx — due to race an IROC Camaro at Talladega — hopes to make an overnight transatlantic dash to Brands Hatch, qualify in the warm-up, and collect some drivers' points in the Canon Porsche 956 which has been entered for him by owner Richard Lloyd.

NEWS FROM THE LAW COURTS

The French courts have given their verdict on the action for libel brought by JM Balestre, Bernie Ecclestone and the FIA against JP Dubreuil and the publishers of the book, "Des Bolides en Or" (see GPI No 83). JM Balestre was awarded damages (£4,500) for *"invasion of privacy"* but his case concerning his past during the Second World War was dismissed. He was suing JP Dubreuil for £100,000. Bernie Ecclestone was claiming £1,000,000, but his only satisfaction was to receive one symbolical French franc for damages — the verdict was also published in several newspapers. The third plaintiff, the FIA, found themselves in the same boat. Jean-Pierre Dubreuil considers the judgement as a victory (it's true that he was being sued for £1,200,000 and only had to pay £500). He told



us following JM Balestre's interview published in GPI No 83 that he hadn't been manipulated; *"I have never met Michel Boéri, and I am not paid by anyone, not even the Monaco Automobile Club. I undertook a serious journalistic investigation, and if some informers hurried over to see me with a certain degree of pleasure because they had revenge on their minds, there was not much that I could do to stop them. There was no conspiracy."* Jean-Marie Balestre found himself also being attacked by Jacky Ickx for his comments made about the stopping of the Monaco Grand Prix and the Belgian driver's attitude in the affair in which he was officiating as race clerk. Ickx considers that he has been slandered and is determined to do something about it.

AUDI CHAMPION?

It seems more and more unlikely that Lancia will be entering one or more cars at the Argentinian Rally coming up shortly (July 25 — August 1). This decision coming from the Turin-based headquarters will be leaving the field open for the Audi Quattros which are going over to Latin America. They should have no problem in winning. A further Audi success will mean that the Ingolstadt firm will be clinching their second world constructors' title, having obtained the first one in 1982. Lancia, on the other hand, will have to help Markku Alen obtain the drivers' title during the last rallies of the season, starting with the 1,000 Lakes Rally at the end of August.

The following rounds on the calendar are San Remo, the Ivory Coast (uncertain) and the RAC. Three makes will be facing up to each other: Audi, Lancia and Peugeot; and we should be witnessing a spicy finish to round off the rally season — a transitional period of sorts, in preparation for the exceptional 1985 batch.

Michèle Mouton

PIKE'S PEAK FOR MICHELE

Michèle Mouton won the American gamble which she was asked to take part in for Audi. She was victorious at the famous hill climb of Pike's Peak at the wheel of her Quattro. While she was at it, Michèle also broke the existing record set by John Buffum and made a game of her adversaries headed by Rod Millen's Mazda RX7. After this American interlude Michèle is going to start practising for the 1,000 Lakes Rally. This is a round which is a particular favourite with her, and where she'll be hoping to shine out amongst the unbeatable Nordics.

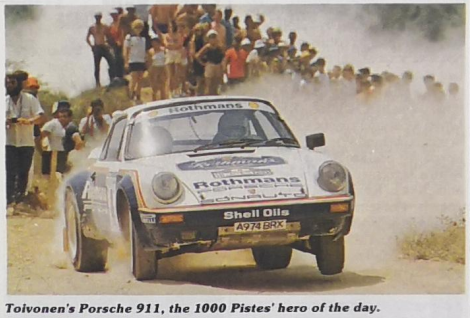
TOIVONEN AT THE 1000 PISTES

Henri Toivonen is not satisfied with just leading the 1984 European provisional Rally championship. Driving a rather unrevolutionary Rothmans-Porsche 911, he will also put on a show wherever there is the demand. This time it was his sponsor who entered him for the 1,000 Pistes Rally, backed by Rothmans of international repute. The Rally, which is held in southern France, is not only the most interesting French national championship round, on an equal footing with its British and Italian opposite numbers, but it is also different in that it accepts new cars that haven't been registered yet. All these stars of tomorrow aren't competing to win, they are the focus of specialized fans and spectators who can thus evaluate their potential by comparing their times with the Group B cars.

A pleiade of budding stars were expected on the army base in Cajuers (near St Tropez) — the MG Metro, the 4X4 Porsche, the Renault 5 Turbo 85, the Mitsubishi Starion... In the end, only this last turned up, some constructors obviously fearing a direct and somewhat premature facing-up to their future opponents. The 4wd Starion Turbo, driven by the Finn, Lasse Lampi, seems to be similar in style to that of the Audi Quattro — it wasn't as fast as the Group B leaders and obtained average times throughout the rally. It had a few suspension problems. The Japanese squad was accompanied by an impressive gang of journalists and cameramen, and must certainly have benefitted immensely from the outing.

Another interesting car was the 4X4 Citroën Visa Turbo, driven by Wambergue. With an engine producing-size of 230 bhp and weighing in at 840 kilos, it was powered by the future BX 4X4 and will be destined for the rallycross market. It didn't finish.

The victory in the "official" results was hotly contested between Toivonen's Porsche and Fréquelin and Weber's Opel Mantas along with Thérier and Chatriot's Renault 5 Turbo. Numerous punctures spiced up the rally, but it was the best man of the day who won in the end. He wasn't very optimistic, before the start of the race, about the performance of his car on a difficult terrain, but Toivenen gave an exciting demonstration of his talents to make up for his handicap. He only handed the lead over for a short while to the excellent German hope, Erwin Weber. Henri crossed the finish line almost two minutes ahead of François Chatriot (R.5 Turbo) after a show which delighted the large crowds and left specialists agape. Guy Fréquelin came in third, Bernard Darniche (Audi Quattro-Yacco) fourth ahead of the R.5 Sabys (entered for the 1,000 Lakes) driven by Thérier and Ragnotti. The first Visa then followed (Rio); the small Citroëns had come in large numbers, there were more than 30 on the starting grid. The Citroën Ladies Trophy is more and more successful in France — Michèle Mouton's doubtless influence — Carole Vergnaud (21) won this round. Sylvie Seignobaux (27) remains the provisional leader.



Toivonen's Porsche 911, the 1000 Pistes' hero of the day.

The 4X4 Mitsubishi Starion — 2140cc Turbo, 350 bhp, 960 kilos...

TEETHING AND TRIUMPH

Like any new-born infant, the Dallas Grand Prix suffered its share of teething problems and, a half-hour before the race, we—and the 92,000-odd spectators milling around in the Saharan heat—could hardly be sure there was going to be a race at all. The circuit looked dangerous, the drivers were being fractious and the track surface was breaking up even faster than everyone's temper.

If blame there must be for the circuit, it clearly rests with FISA. There was a time when no championship race could be run on a new circuit without a preceding international event. For all we know, the rule may still be in the book. If it is, it is more honoured in the breach (Las Vegas, Detroit) than the observance. But how silly it is to allow that rule to have lapsed—merely to make money and compete in the United States—was amply demonstrated in Dallas, where the track was neither safe, settled nor durable.

We should revert to that old rule right away: before we go to Estoril, before we go to Budapest or Curaçao or whatever other exotic venues FOCA and FISA have in store for us. Had there not, in fact, been a splendid race and a great demonstration—in the very heartland of America— of just how much higher is the level of driving in F1, how much greater the risk and how much more challenging the technology—of skill and courage for the drivers, Dallas could well have gone down in history as the Great Cock-Up. In fact, it was the drivers who served the sport and the public well. If there is any justice, Dallas will have laid to rest in the American public's mind any notion that F1 is for spoiled European rich kids who are too big for their boots. The guts were there, for all to see; and no man raced that race with an easy mind.

We did not watch it with an easy mind, and it is extraordinary that it finished without major mishap. To Dallas, then, we raise one ten-gallon hat: for verve, for promotion, for salvaging a race from what looked like ruin. The other, our bowler hat, we will keep on our heads, to remind us that Dallas has a long way to go before it can welcome our sport in a truly professional manner. To FISA, a barely polite bow. They yield far too often to circumstance, to expediency and to special pleading; they play fast and loose with their own standards; and in so doing, they degrade the sport they exist to safeguard and promote.

TOPS

Guy Ligier is going through hard times. His mini electric car factory is having to make 87 workers redundant, and the unions have taken action to protest by barricading him into his own home. According to them, Ligier has just ordered a jet for his personal use. Other rumours are also going around concerning his F1 team. The "boss" has made it known that he would like to replace François Hesnault with Michel Ferté.

Will the unlucky and disputed Detroit/Dallas hero, Nigel Mansell be signing up for another year with Lotus? If there is any truth in the rumours being spread, his car, which nearly wasn't his last year, will be someone else's in 1985. René Arnoux', for example, and that in spite of Ferrari's recent declaration which we informed you of in the last issue of GPI. Some have called that bit of news "complete rubbish".

Fisa should be making a declaration on July 18 concerning what measures it will be taking concerning the Tyrrell affair, which came up at the end of the Detroit Grand Prix, which we went into in great length in the last GPI issue. Brundle may lose his 6 points and some say that the case of the Brabham (driven by Piquet) will also be closely examined. Apparently the fuel octane rating was slightly higher than the 102 RON limit. 5 more points for de Angelis and another two for Prost.

Will Philippe Alliot's shunt at Dallas on Friday afternoon mean that this will be his last race in Formula 1 with Macdonald? It seems that his sponsor who has only paid up the first half of the season due to an absence of positive results, is no longer willing to continue with this experience. The British team are intending to contract the Chilian Eliseo Salazar, as from Brands Hatch. It will be a comeback then for this driver who hasn't had an F1 drive since his 1982 RAM season.

Latest news concerning the candidates on FISA'S waiting list for Grand Prix organizers — Dallas, the promoters have realised that it is too hot in July, and have asked for March 31. As a result, Curaçao will also take place in the spring — Japan is also hoping for a spring Grand Prix with Suzuka. On the 1986 waiting list is the Swedish town of Göteborg, Switzerland with Lausanne (probably backed by Marlboro), Rome, Australia and San Diego where a permanent circuit will be constructed, half infield, half banking, of the Daytona type.

Bell / Bellof (Porsche 956)

BELL AND BELLOF REHABILITATED

Derek Bell and Stefan Bellof were deprived of the victory at the Monza 1,000 km counting for the 1984 world endurance championship. They have now been handed back what was rightfully theirs by FISA. At the weighing-in at the finish of the race, the Rothmans-Porsche was found to be 848 kilos - 2 kilos under the legal limit. Porsche put in a protest and as the scales had no certificate proving their accuracy, the German constructor was declared the winner. On the other hand, Mauro Baldi-Paola Barilla's Lancia LC2 came in third and was then disqualified, and not rehabilitated later. The Italian constructor admitted his error and did not put in a protest.

The provisional results were thus modified in the world endurance championship just prior to the Nürburgrind 1,000 km: 1st Ickx, Mass, Ludwig and Pescarolo, 35 points; 5th Walter Brun, 22 points; 7th Bell and Bellof, 21 points; 9th Palmer, Lammers, Merl and Schornstein, 18 points. In the constructors' championship Porsche lead with 60 points, followed by Lancia with only 13.

120,000 FRANCS FOR WINKELHOCK

The now famous "Money Race" took place on July 1 at Nörisring. It was won by a Kremer Porsche 956 driven by Manfred Winkelhock. The F1 ATS driver pocketed about 120,000 francs (£10,000) in a race where the total prize money came to something in the region of 650,000 francs (£62,000). The Nörisring is near Nüremberg in Germany where the gigantic stands held crowds of people letting themselves be harangued by Adolf Hitler almost half a century ago. It is not a very technical circuit, it has two long straights of which one is cut up with a chicane and two hairpins. Jonathan Palmer, (Richard Lloyd's Canon Porsche 956) came in second behind Winkelhock, followed by Stefan Bellof (Walter Brun's Jägermeister Porsche 956) and Keke Rosberg (Reinhöld Joest's Porsche 956). Killjoys amongst the Porsches, neither the works Lancia LC2 driven by Alessandro Nannini nor the Ford Zakspeed driven by Klaus Ludwig finished in the results. One of them had overheating problems and the other tangled with Franz Konrad. Others who didn't finish were Jochen Mass in a second Reinhöld Joest Porsche 956 (engine), Thierry Boutsen in Hohn Fitzpatrick's Porsche 956 (tangled with Jochen Dauer). The Belgian driver made up for it by winning the race counting for the German Championship, which unfortunately gave out less handsome prize money. Shame for Bellof, who was leading the race with 8 laps to go to the end of the "Money Race"; victory was not to be his due to a slowly deflating tyre caused when he tangled with Ludwig and Konrad.

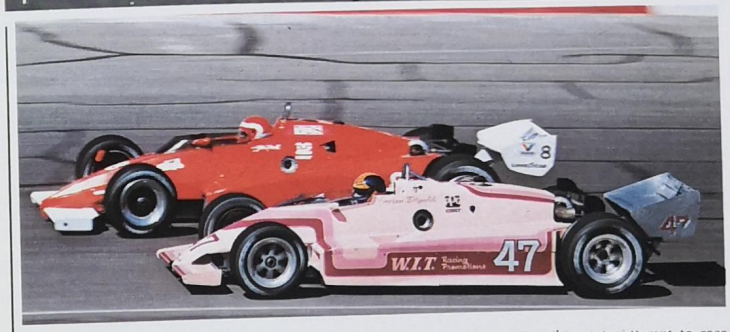
PIRELLI AIMS FOR THE BIG TIME

Undaunted by disappointing experiences which resulted in "divorce" proceedings with Lotus and Toleman, Pirelli expects to be supplying a major Formula 1 team in 1985. Recent speculation has suggested that the Milanese company has been rebutted by Ferrari and is now

talking with Bernie Ecclestone about an association with his Brabham-BMW team.

Although Pirelli is currently associated in Formula 1 with ATS, Spirit, Osella and RAM, it was never the company's intention to become a "make-weight" tyre supplier. With its passenger car tyre manufacturing division comfortably in profit (a stark contrast with Michelin, for example), the management is determined to make as great a success of its F1 operation as it has with rallying. An association with a large team would be expensive ($15 million is suggested as the likely "global" cost), but the company is determined to demonstrate that it can be competitive with Goodyear and Michelin.

Asked to comment at Dallas, Pirelli spokesman Nigel Wollheim said: *"We think that we have a reliable, competitive product for F1 racing. Perhaps we were not quite ready for Lotus last year, but the circumstances of the team made it impossible for us to do the development work that we had anticipated. We believe that we are now ready to win races with the right team."*



Emerson Fittipaldi (WIT March 84C)

EX-F1 MEN IN INDY-CAR WALTZ

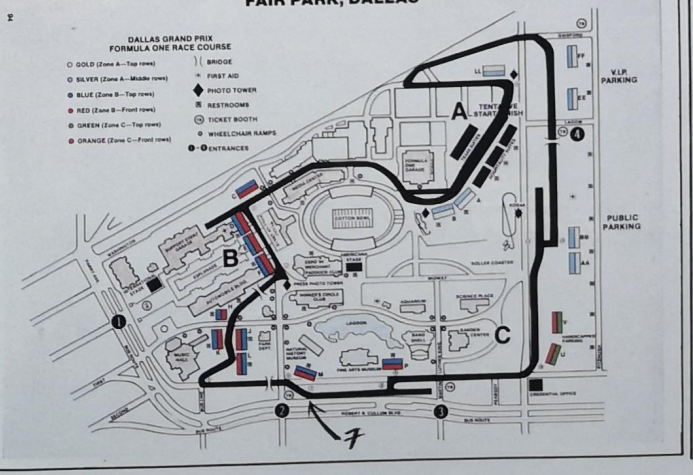
The so-called "United States Grand Prix" Indy-car race at the tight Meadowlands road circuit in New Jersey found some familiar ex-F1 faces in new cars. Emerson Fittipaldi, for example, has now left the WIT Promotions team owned by Miami enthusiast Pepe Romero. The Brazilian twice world champion has been contracted to drive a new March bought by H&R Racing in the remaining road races on the CART schedule. American Gary Bettenhausen, formerly Derek Daly's team-mate with the Provimi Veal team, will drive the H&R entry in all the oval races left on the programme.

WIT boss Romero himself took over the wheel of his pink March for a CART road race at Portland last month. However, after an unfortunate incident on the warm-up lap when he collided with another car, he was asked by CART stewards not to attempt to race again.

Following some financial bargaining it was arranged that ex-RAM F1 driver Kenny Acheson should take over the pink March. But the Ulsterman's race at Meadowlands lasted only four laps. Having spun and stalled, his car was the cause of a three-car pile-up involving fellow ex-F1 drivers Derek Daly, Teo Fabi and Danny Sullivan. Only Sullivan was able to continue: his Lola finished a commendable 2nd to all-the-way race winner Mario Andretti.

The surface was being torn off in six different parts at Dallas. After the work carried out on Saturday evening, more had to be done at the last minute on Sunday morning. It was completed with just one hour to go before the race started. The quick drying cement lasted out well except at Turn 7 where Cecotto, Alboreto, Surer, Prost and Lauda had to retire when they shunted.

FAIR PARK, DALLAS



BRUNDLE HURT IN DALLAS

British driver Martin Brundle was reported "comfortable" at the Dallas hospital where he was nursing two broken ankles on the evening of first practice. The 24-year-old Norfolk star, who had finished second at Detroit barely two weeks earlier, was the first — and most

Martin Brundle (Tyrrell-Cosworth)

serious — victim of the tight Dallas State Fair Park circuit.

Brundle crashed heavily at the fast right-hand corner before the pits hairpin. He was on his first flying lap of the first qualifying session for the race: ironically, he had told GPI after the morning's practice session that he felt unusually confident about the race, and that he intended to take things easy during qualifying.

Eye-witnesses reported that Brundle's Tyrrell hit a three-ton concrete barrier with sufficient force to move it several inches. The chassis was *"destroyed"* according to Ken Tyrrell.

Martin underwent an operation on his left ankle in England on June 11, but he will not be fit to race for at least another eight to twelve weeks, and not four to six weeks, as the young British champ thought at first:

"It's obviously very disappointing for us to lose Martin's services with the British Grand Prix so close," said Ken.

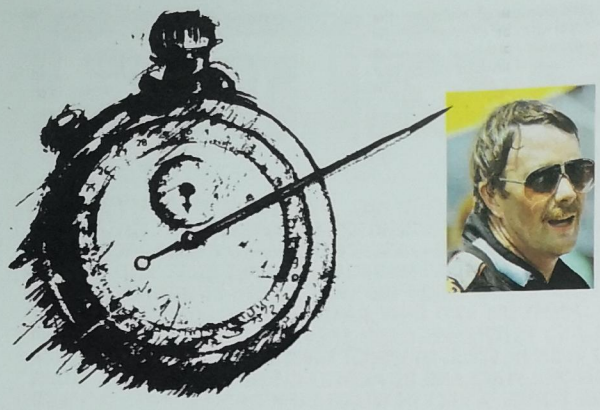
From his short-list of likely candidates to replace his injured driver, which included names such as Watson, Serra and Streiff, Ken Tyrrell finally chose a driver with F1 experience.

Stefan Johansson will be driving the second Tyrrell at the British Grand Prix and very likely during the remaining part of the season. The Swede's car will be sporting the colours of Systime — the second largest computer company in Britain — at Brands. No other sponsors are as yet planned to back the other Grands Prix.

FORMULA 1 WORLD CHAMPIONSHIP: DALLAS

SIZZLING!

BORN OF A 'CUTE' IDEA, NURTURED FOR MONEY AND THE BOX, RAISED IN DISCORD, MATURING IN FULL-BLOWN DISASTER, THE DALLAS GP PRODUCED A SAVING GRACE: A RACE OF EXCITEMENT AND WONDER. MANSELL LED AT THE START AND STYMIED THE FIELD; KEKE ROSBERG LED AND SHOWED US HIS REDOUBTABLE BEST; PROST LED AND THEN SUFFERED A TERRIBLE DEFLATION, OF TYRE AND PSYCHE. VERY FEW SURVIVED TO END A RACE WHICH KEKE WON IN STYLE, IN WHICH ARNOUX DROVE FROM THE BACK TO SECOND PLACE AND DE ANGELIS CLUNG TO FINISH YET AGAIN IN THE POINTS. A RACE IN WHICH LAFFITE ADDED TWO POINTS TO ONE IN DETROIT, IN WHICH GHINZANI SCORED OSELLA'S FIRST POINTS AND MANSELL, THE OBJECT OF GENERAL REPROBATION, COLLAPSED WHILE TRYING TO PUSH HIS LOTUS PAST THE FINISH LINE ON A TRACK SURFACE UNFIT FOR F1 AND 120 DEGREES HOT.



Friday morning's practice began in a distinctly tense mood. After the comments offered by some of the drivers following the previous day's unofficial session, the Texans were inclined to think that European drivers were namby-pambies who couldn't cope with a minor bump or two in the road.

For their part, however, the drivers were rightly concerned because the Thursday session had started more than two hours late, revealing the deficiencies of an organization which was more accustomed to herding steers than to running a race.

Once the teams had got down to business, however, there was a lot less bitching. To prove that none of them was sandbagging there were reports of contacts with the wall all around the track. In the first of countless incidents, no less than Niki Lauda damaged his McLaren, to be followed by de Angelis, Hesnault and Rothengatter. For Hesnault this was serious, for the Ligier team had no spare car.

Coping with the heat was a major concern: every team was bringing out lengths of tubing to duct air into the cockpit, even into the drivers' overalls; there was a rush on ice cubes, and the Williams team had some experimental helmets with an integral water-cooling system for Rosberg and Laffite to try.

With track temperatures measured at 145 degrees F it was no surprise that the normal qualifiers were as much use as licorice sticks (*"the set which I tried lasted, I think, for four corners,"* said de Angelis), and Michelin's Pierre Dupasquier was forecasting, correctly, that the Fair Park circuit, like all new tracks, would be slower in the afternoon's official hour.

Nevertheless, everyone was trying harder than ever. The timed session was twice red-flagged because of accidents, the most serious of which befell poor Martin Brundle, trying too hard at the fast right-hander just before the hairpin. Others who damaged their cars, albeit less seriously, included Lauda (again), Arnoux (several bangs), Hesnault (again), Nelson Piquet, who was trying to come to terms with a severe case of understeer, and Philippe Alliot, who put his RAM into the wall, without any hope of repair.

The track, already crumbling on Friday, had been hastily patched overnight. Inevitably, this made matters even worse and it was evident that the race would be hot, difficult and much slower than anticipated.

So off went the officials to work out by how much to reduce the scheduled 78 lap length. The drivers were still proving that they were tough guys: Cecotto wrecked a Toleman, de Angelis damaged his rear suspension and the only driver to improve was Warwick, trying some different Michelins.

The afternoon's session, run in the hottest temperatures yet, was almost a complete waste of time, for only Warwick and a couple of tail-enders managed to improve. The best place to be was watching the heroes do their stuff, which is exactly what the Lotus drivers did. They had been first and second fastest on Friday, and all they had to do to protect their grid placings was to sit in the pits. That's exactly what they did, enabling Nigel Mansell to claim the first pole position of his career.

Shunts? Yes, several, of course. Andrea de Cesaris bent two wheels and a steering arm on his Ligier, but miraculously the monocoque held up. His mechanics were able to fix the car, although they had used up almost the entire stock of spares...

Mansell took up the early running, with de Angelis behind, followed by Warwick, Senna, Lauda and Rosberg. When Warwick swopped places with de Angelis, the first five were already tightly bunched. Elio was dropping back and Rosberg coming up fast. It was already evident then that Mansell's car was not the quickest of the lot; its driver was simply the most obstinate. By lap 11, Niki was second and Warwick, who had just got by Mansell, had taken too wide a line and wound up embraced by tyres in the wall. That made the order: Mansell, Lauda (de Angelis wrested second place back on the next lap), Elio, Keke, Prost, Tambay, with Piquet advancing creditably in seventh place.

By lap 19, Keke had stormed up behind Mansell, with de Angelis third and Prost then fourth. Rather as they had in the late stages in Detroit, both Rosberg's and Laffite's Williams were behaving better as the race went along. It was then that we saw that Mansell was playing dog in the manger. For 15 laps Rosberg pursued and harried Mansell: inside, outside, wall-brushing, feinting, sliding: to no avail. Mansell simply took up whatever line he could to stave off eventual defeat.

Senna had by then spun off and rejoined, then pitted; Bellof had hit a wall and de Cesaris had nestled himself uncomfortably against the wall: it wasn't quite the decimation predicted or expected. Mansell finally yielded his lead on lap 36 and, for his pains, got Rosberg's fist shaken in his face: especially when he persisted to the point of trying to recover the lead in an impossible passing place. The championship leader, Prost, had worked his way up behind Keke, taking first Lauda and then de Angelis.

Mansell, once beaten, fell back (he was soon to pit for fresh tyres) and the order on lap 40 was: Rosberg, Prost, now himself harrying Keke, de Angelis playing it with intelligent cool, Lauda and, surprisingly, Arnoux, followed by Piquet. Until lap 49, that remained the position up front. Piquet was soon the victim of a spin, Tambay had gone some time since with a wheel off and it was clear Prost had Keke's number. The McLaren was allowed by on lap 47 and Prost, solid as ever, looked as though the race (and the championship?) were his.

Fate intervened on lap 57 when Prost suffered a puncture and came to rest at what came to be known as "the Graveyard", Turn 7A, where the track break-up was worst. Alboreto was the first to park there, Prost slipped in behind, to be followed by Surer, Boutsen and Lauda. It was all much more spectacular and compelling watching than it sounds. Rosberg had to wrestle his car most of the way; de Angelis to make sure his lasted with wearing tyres; Arnoux — who had expected nothing — took his Ferrari into second place; Laffite outlasted the sun and his Williams to score three points; Ghinzani took Osella's first pair; and Nigel, pushing his car unnecessarily to the finish line, collapsed in an heroic faint, when the race ended at the two-hour mark.

FRIDAY: THE POLE'S DEFINITELY MANSELL'S.

SUNDAY: ROSBERG'S VERSION OF THE WARRIOR'S PATH.

René Arnoux (Ferrari 126 C4) (Bernard Asset)

MARBLES

HE GAVE THE SPECTATORS AT DALLAS A FEW TEXT-BOOK LESSONS ON THE ART OF OVERTAKING. PATRESE IN LAP 2, BOUTSEN AND GHINZANI IN LAP 9, Alboreto and Fabi in 15, Piquet in 39, De Angelis in 46 and Lauda in 51. And he did so in spite of a track which was in ribbons, on which overtaking was difficult because there was only one possible line. Stray outside of it and you were on bits of loose asphalt, the "marbles" everyone had been talking about for three days. Yet René Arnoux was bitter, somehow. There was nothing wrong with having taken six points — *"I'm happy for myself and for Ferrari"* — but deep down inside he knew that victory should have been his:

"When the time came to start the engine on the dummy grid for the warm-up lap, we had a problem with the pneumatic pistol. For a long time, nothing happened. When I finally got away, all of the other cars were already off the dummy grid. I did the warm-up lap in last position. In a case like that, the regulations are strict and punishment is immediate. Start from the back of the grid. And I should have been on the second line, with Warwick, behind the two Lotuses."

René looks haggard. His round little eyes look like marbles themselves and the words don't come easily to him. His brain seems to be out to lunch. No doubt a result of having spent two hours in the unforgiving heat of a sauna-like cockpit. In modern street talk, you would look at René and say that he is "ripped". Not ripped enough, however, to forget his frustration altogether: it's sticking with him like an obsession of sorts:

"It's true, I could have won this race. For a while, towards the end, I thought I would be able to move up on Rosberg. But I gave up that idea a few laps later. From the start I had been attacking non-stop, without sparing my car. At several times I had stroked the walls a little bit with my front and rear wheels. During the last laps, I just maintained what I had. It would have been unreasonable to try anything else."

Questioned about the conditions on the track some time later, once he had time to collect his thoughts, René Arnoux persisted in declaring that *"they were not favourable"* and that he hoped *"that the organizers had been made fully aware of this problem for next year."* Very euphemistic indeed, diplomatic even, for a man who had not been mincing his words about the deplorable condition of the circuit as early as the day before the first qualifying sessions. He had spoken openly about the scandal he felt must be behind such a circuit and the heavy responsibility of FISA in the affair. Which was logical enough in view of the fact that FISA's safety inspector, Derek Ongaro, had visited the circuit. Arnoux had named those responsible, promised to find a way to punish them, participated in several drivers' meetings and planned, along with others, to refuse to race. And suddenly, all was forgotten: *"It was super hard to drive in these conditions, just staying on the track was a feat in itself. Many of us didn't make it."* And there, that was it. No more talk of punishing those responsible. A clever sort of person would say that 6 points might be just what it takes to wash away many an unpleasant thought. I would tend to think, instead, that when one survives such an ordeal in the name of sportsmanship, and that the tension that has built up over four days finally releases itself, nothing is as important as forgetting the nightmare as quickly as possible.

Didier Braillon

FORGET BROTHERLY LOVE

WELL, THE TWO MEN COULD NOT BE MORE DIFFERENT, COULD THEY? AND NIGEL APPEARED TO BE... ER, SOMEWHAT DETERMINED TO prove who was the better man. Or the tougher. Or the more stubborn, the more unyeilding. It's a long-standing problem at Lotus, where Gérard Ducarouge, swanning about in the well-hidden shade of the paddock as the construction workers applied concrete like sticky plasters, has designed what is clearly a winning car. But one that isn't winning. Here it's been this, there that. And his drivers — at least Mansell — have not been that much help.

Duca is wearing a light tan cowboy hat and sunglasses over his black-and-gold JPS outfit. I ask Michelin's Pierre Blanchet what he thinks is going through Duca's mind. Pierre looks at me as though I'm crazy : *"Why, obviously his drivers,"* he says. *"Duca is a man devoured by ambition. He lives for competition, for winning. Just think what it must be like for him."*

I did. I saw Mansell going up the hill in Monaco, getting his line wrong and banging the wall when he was leading; worse yet, calling it, afterwards, *"a little mistake"*. Rosberg was pretty scornful about that in the Sheraton coffee shop Saturday night. And that was before Keke had his own feud with Nigel during the race. And afterwards. Then there was that start at Detroit. A lot of opportunities wiped out. Yet at press conferences after Friday and Saturday, the pole in his grasp for the first time in his career, Nigel had looked a happy, relaxed man. If there were psychological problems — say an inferiority complex towards the younger, richer, more cultivated Elio — they weren't showing.

Maybe they don't show. But they're *there*. Just as is the complex of every driver who hasn't yet won a Grand Prix. Say, as they were with Elio before Austria and that remarkable battle with Keke. And Keke and Elio figure in this story of unbrotherly love because they're both, in a way, men who've made it: Keke as champion and Elio as a winner. While Nigel is neither so far. And I've heard drivers say of Nigel that it's his concentration that's at fault. That he can't maintain that level of concentration throughout a race.

Not that Elio wasn't having his own problems when it came to the race itself. He started out with ignition problems: *"The engine was running on five cylinders for 50 laps,"* he said. *"I think because the fuel was too cold."* After a clean start by both Nigel and himself, Elio was running smoothly on grip but rough on his engine; then his tyres picked up marbles and Warwick did him in and then Lauda. As he said: *"I tried to stay up with the leaders, but frankly, the engine made it impossible; I knew the only thing to do was to lie back and see what time would bring me. The important thing in this race, in this heat, which was intolerable, was just to avoid mistakes."*

Nigel, and on that score, Elio was as implacable as Keke: *"The way he drove was not the correct way. I think today may have taught him a lesson he needed to learn. It is not right that team-mates should block you as he did me. I simply could not get by him."* Nigel would have responded, were he not still at the time being brought back to some semblance of life by intravenous feeds, that *he* wanted to win; he wasn't out there to give Elio anything. And in his private mind, that could go further: that he wasn't about to give Elio anything that Elio's position, status and money couldn't *buy* him. For instance, Nigel might think, a special relationship with the same Ducarouge.

Then, too, Nigel was having problems with his gearbox (as both cars had suffered in Detroit), first gear dropping out and then, who knows what other gears. Suffice it to say that as Nigel waned, Elio played his intelligent waiting game and won the points. It didn't satisfy him. *"We have a winning car,"* he said after the race. *"It is the best car out there. I am convinced of that. And I am sick of making it into third, fourth, always these places and still not a victory. The car should be very good on the fast circuits coming up."* But, he meant, how long, how much longer, must he wait?

As for Nigel, the image of his day was: pole position, playing doggo, holding up the winner, holding up Prost, who could have won, and finishing sixth trying to roll his car towards the finish line in a superhuman and useless effort (the flag had already dropped... but how was Nigel to know that, or anything?) and then collapsing, as in slow motion, by the side of his car. Like someone's faithful dog who has given his life for his master: and not quite made it. A part of anyone must admire the doggedness and the desire; another part must wonder that it should be necessary. With a winning machine.

Keith Botsford

Elio de Angelis & Nigel Mansell (Bernard Asset)

FAHRENHEIT 145

THE MAN HAS COLLAPSED ON A CANVAS FOLDING CHAIR UNDER THE DUBIOUS SHADE OF A MAKESHIFT PLASTIC TENT. SPRAWLED THERE LIKE A LIMP RAG doll, his overalls around his waist, Ayrton Senna sweats. The ice pack on his head has a hole in it and rivulets of ice water are trickling down his face. *"I've had it"* he says. The Toleman-Hart has just done about ten laps around the circuit.

Over at Brabham, Corrado Fabi has a wet towel wound around his neck. In a few minutes he'll be putting on his helmet, which has been covered with an asbestos foil, and wedging himself into his car's cockpit. Looking at it, one sees several places where the carbon fibre has white spots here and there surrounded by little puffs of smoke. The thin tub has been packed with pounds of dry ice.

A few metres away, at Renault, work is going on underneath the steel overpass crossing the track. *"They've even bought up the shade,"* complains someone, not in the best of faith.

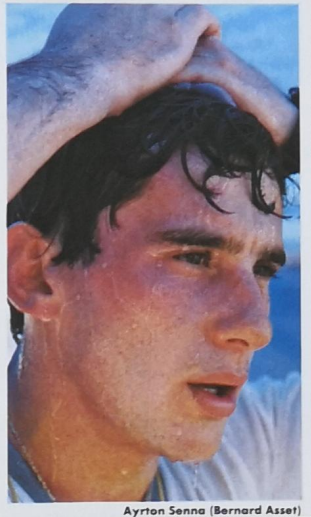
At the far end of the pits, the lesser teams are equally engaged in fighting the heat. John MacDonald has bought huge blocks of ice and cut them to fit the oversized radiators on Jonathan Palmer's RAM. Others are cutting holes in bodywork, mounting hoses on the fronts of cars (this latest innovation having been dubbed "donkey dicks" by the Brabham mechanics), in general trying anything and everything to beat the heat. Even the rear-view mirrors have had their fairings drilled at McLaren to accomodate extra tubing. As the hours go by, the drivers themselves start to look like spacemen or deep-sea divers; networks of black hoses converge on their suits. And yet everyone knew it would be hot... Texan temperatures in July easily soar over 100 degrees. That's in the shade, and shade is very much a relative concept here. In a word, there isn't any. Gérard, the Michelin representative at Brabham, kneels down and pokes the tarmac with the fine needle of his measuring apparatus. The track temperature is 145 degrees...

State Fair Park is an odd sort of place, lying three or four miles to the east of downtown Dallas. Compared with Detroit's urban circuit, the one created here by Don Walker and Larry Waldrop has a suburban, college-campus flavour. With all the hassles of a street circuit and none of the advantages of a city race. The setting is anonymous and slightly incongruous: a gigantic permanent fairground rather the worse for wear. Stands are scattered about selling junk food, some shooting arcades are filled to the brim with stuffed animals — but no customers. In the middle of it all, the oval stadium of the Cotton Bowl. Nothing here brings to mind the legendary past of Dallas, the glass skyscrapers which symbolize the Ewing family are off in the distance, nearly invisible. Around the fairground, Dallas has a very different face indeed: cheap wooden shacks with cardboard windows whose front porches are occupied by tired-looking blacks come to explore the myth that Dallas is the richest city in the United States.

Lauda: *"After ten minutes, I can't see anything."* He hits a wall on Friday morning, another one on Saturday afternoon. De Angelis: *"After three laps, I can't breathe any more."* He hits a wall on Saturday morning. The driving errors multiply, talk starts to spread about refusing to race, rebellion is thick in the air. Added to the heat is the danger of a circuit no one finds safe: *"There are several spots which are pretty iffy,"* admits FISA's engineer, Gabriele Cadringher, *"but the one that scares me the most is Turn 10."* Turn 10 is a long left-hander with no run-off area. The slightest error in driving, any mechanical problem here and it's a head-on impact at well over 120 mph. Which in the colourful language of Formula 1 is called "leaving decals" on the wall. Martin Brundle left a good one of his torn-up Tyrrell on the concrete, breaking an ankle in the process. Philippe Alliot left the image of his RAM on the same bit of concrete. Two tubs destroyed, one man injured but so lightly that it's nothing short of a miracle.

The day before the race, however, the drivers aren't making any long-term plans: *"Martin is in hospital,"* says Michele Alboreto, *"and tomorrow at least one of us will be joining him there. I'm not afraid, I'm not a fatalist. I'm just being lucid."*

The state the track is in isn't making anyone very happy, either. Mansell: *"The tarmac is tearing up in sheets, they laid it too late and watering it day and night since the beginning of the week hasn't helped at all. There are three spots where it's awful, there are lots of "marbles" outside of the line. As soon as you put a wheel on those, you're finished, you're more than likely to end up in the wall. From one lap to the next the state of the track changes and therefore so does the behaviour of the car. It's Russian roulette..."*



Ayrton Senna (Bernard Asset)

At the Anatole Loews and the Dallas Sheraton, the drivers stay hidden away in their rooms. At the Fairmont a pack of journalists, unsure of what they will be writing about, overdose on iced tea around a very hot swimming pool.

The next day, alarm clocks will be set for 5:30 am, when it's still dark, to make it to 7:00 warm-up. What no one knows yet is that there will be no warm-up, that the track will be resurfaced in the middle of the night in conditions more suited to a Marx Brothers movie, and that the race will finally run its full length. With thirteen more "decals" left on the walls, none of them, fortunately, serious.

Didier Braillon

JUST REWARD

ENZO OSELLA HAD REPEATED IT TIME AND TIME: AGAIN, BUT NO ONE HAD EVER REALLY LISTENED. THEY THOUGHT HE MIGHT JUST BE partial, in spite of the fact that, at Lancia, his driver had been on a par with Alboreto, Patrese or Teo Fabi in Endurance. It's true that Piercarlo Ghinzani is an excellent driver. But adulation doesn't always drop in on those who might deserve it. This 32-year-old bachelor from Rome is not lacking in either talent or courage, but his less than striking appearance gets in his way. Practically unknown by any press but the Italian press, he speaks neither English nor French. Photographers don't know him (unless they are Italian photographers); his is not the super star physique of a Patrick Tambay or a Nelson Piquet. Piercarlo Ghinzani is a secret sort of man, who hides his ambitions and seems to race only for his own pleasure. At Kyalami last March, he nearly lost his life in a violent and spectacular accident which happened during warm-up. The fuel tank in his Osella exploded and a blazing fire broke out. Miraculously, he escaped with a few burns. There were light ones on his face and more serious ones on his right hand. At Zolder, less than three weeks later, he was back in his carbon fibre cockpit. One couldn't help but admire his courage; Enzo Osella made some flowery declarations. As for Ghinzani, as soon as he thought no one was looking he would be peeling off layers of dead skin with visible grimaces of pain.

Piercarlo Ghinzani (Osella FA1F-Alfa Romeo) (DPPI)

In Dallas, the day before the race, going to a succession of drivers meetings, Piercarlo Ghinzani couldn't help but think that it would be a shame for the Grand Prix to be called off. Even if his colleagues had serious reasons for wanting to do so:

"These rumours about cancelling the race are both good and bad for me. Good because this circuit is, quite simply, a joke, but bad at the same time because if this rcae weren't held I'd probably be losing my best chance of the season to score some points. Tomorrow, the heat will be taking its toll, the race will seem to go on forever, the track will be breaking up and there will be a lot of cars going off the road. There may not be more than three or four cars at the finish. And I hope than one of those will be my Osella."

Was he bluffing? Failing to see things clearly? Not at all, the Italian in the slightly too-big jeans and stretched out Martini shirt — the only clothes we've ever seen him in — expanded on his ideas:

"For the last three races, the Osella has been noticeably better. At Monaco, it wasn't bad, at Montreal and Detroit it was working well. With the same engine, we often have the same results as the Alfa Romeos of Eddie Cheever and Riccardo Patrese. Which is a good sign, because our financial underpinnings have nothing in common with the level of those in Euroracing. In fact, I'm convinced that if Enzo Osella had been able to start building the FA1F earlier during the inter season I would already have scored some points. Our programme started late, we had to wait for the agreement of our sponsors."

On Sunday, when the chequered flag came down, Piercarlo Ghinzani put two world championship points in his pocket. His first points, the result of a well deserved fifth place. The very least one can write about Ghinzani is that his vision of the race had been the correct one. And yet, he was disappointed. What insatiable creatures these drivers are!

"That little bang which damaged one of my wheels, what a shame that was! I had to stop at lap 31 because the vibrations were so bad. I was given four new tyres and a mechanic sprayed me with a couple of litres of water. Which was not a luxurious touch, I was so thirsty and so dehydrated that I was having a terrible time concentrating on my driving."

Truth dictates that we confess that Ghinzani only overtook one adversary: Corrado Fabi, on lap 56. But that's hardly the most important thing:

"Those two points are worth gold to Enzo Osella, who'll be able to take advantage of FOCA's reduced travel rates next year. And its good for the team's morale as well. The Osella Squadra Corse has changed a lot. In the space of a few months, it's become more serious, more professional, in spite of its reduced budget. The tension which existed when I started last year has disappeared, we're on an uphill climb..."

Hopefully, yes. But starting with Brands Hatch, a second Osella-Alfa Romeo will be entering races, this one driven by Jo Gartner. That seems to be a gamble whose wisdom can only be judged sometime in the future.

Didier Braillon

THE COWBOY'S BACK IN TOWN

KEKE PUT ON THE HAT AND STEPPED UP TO THE TOP OF THE PODIUM. HE'S A BIT TOO SHORT, AND DEFINITELY MUCH TOO THIN, EVER TO BE A REAL COWBOY, BUT THE CROWD appreciated it, and no doubt a glow of appreciation was felt by all the spectators when they saw their man in the flashy yellow overalls acknowledge the big Texan welcome.

It was a relief that at last this episode of Dallas was finished, and finished safely. At the end of it, at least some of the drivers emerged with credit. They had been right about the circuit, which they had criticised from the start. But they had delivered an attractive race to the Texan organisers, who will probably never know how lucky they had been not to have had a major accident on their hands. At the beginning of the meeting there had been a tendency on the part of the local Press to regard the visiting Europeans as prima donnas who didn't want to get their arses bruised. At the end of the race there was unbridled admiration for their stamina and their physical fitness. As one Texan journalist wrote, *"Grand Prix drivers are very particular when it comes to race track conditions. Golfers are the same way about greens. The one difference between race drivers and golfers is that no member of the PGA Tour has ever died on a golf green, although many have made that claim."*

In terms of prestige, Keke will probably not want to rate this success with his two previous wins at Dijon and Monaco. But it marked him out as a man, once best known for his impatience, who can now pace himself perfectly. He can harrass an opponent as least until the post-race Press conference. And this "new" Keke Rosberg can stay out of trouble on a day when even folks like Lauda and Prost committed errors which everyone knows they never should have done. If they didn't know it, they do now, because Keke found time to make a very British (and extremely rude) gesture to them as he sailed past the wall on which they were sitting behind their parked cars on the last couple of laps...

But he saved his real vitriol for the British Lotus driver, and it made no difference that Mansell had just attained heroic status in Dallas with that John Wayne stunt on the finish line. Keke didn't mince his words in front of the Press, and the one which the local journalists unanimously picked up was "idiot." Starting 8th, Keke had carefully brought his Williams-Honda past the stuttering Lotus of de Angelis and into the slipstream of Mansell's sister car. It was obviously an unusually difficult obstacle.

From where we were watching (the BBC television cabin), it was difficult to say that Mansell was being deliberately obstructive. He appeared to be using all of the road, without necessarily swerving into Keke's path. The Honda engine of the Williams was very clearly hesitating badly as Keke tried to stamp on the power out of the slow corners, so he was only occasionally managing to get a wheel alongside the Lotus. But it seems that there were more than a few incidents in which Keke felt that the Englishman was ready to put the two of them off the road rather than concede the lead.

"Mansell drove stupidly," Keke insisted. *"Far below the standard which we expect in F1. He was weaving all over the track. In this business we don't block (opponents) deliberately, except perhaps in the last two or three laps, to protect your lead."* He had support from an unexpected quarter, for Elio de Angelis, Mansell's own team mate, was sitting at Keke's side, and when it was his turn to speak, the Italian agreed. *"When I reached Nigel I had a lot of difficulty to get by. I think it was not very nice of him. Everybody could see that."*

In the pits, Frank Williams was also a bit worried. His driver was getting impatient enough to make a mistake, and in this heat there was a danger of the engine temperatures going into the red as the Mansell Lotus masked the radiators and intercoolers of the closely following Williams-Honda. *"We thought of hanging out a 'TEMP' sign to him"*, confessed Frank Williams. *"But he's a grown-up boy, he knows what a temperature gauge is for. He had got blocked up behind other cars in Canada and Detroit, he knew that it would affect his engine temperatures, and he dropped back from time to time so that things would cool down a bit."*

That was sufficient reassurance for Frank. And when Mansell hit a wall particularly hard just after half distance, ceding the lead to Keke, he felt that perhaps his team would be able to retrieve something from a season which had been looking gloomier and gloomier.

Keke's first stint in the lead was to last for 12 laps, until Prost went past him. The McLaren driver, who had started on softer tyres than Lauda, had been in the running from the start. He had even overtaken Keke briefly already, only to catch the traffic the wrong way as they came up against some back markers, dropping back behind the Williams.

The McLaren handled better than the Williams, and its TAG Turbo engine got it off the turns more clearly. But as Keke said later, he wasn't sure that Prost had quite the right mental approach to win today. *"The situation was different for me than it was for Prost. We had been hanging around all morning wondering whether to race or not, and Prost had been mixed up in some sort of meeting that Niki called to discuss whether we would race or not. Obviously Prost was very nervous, because of his position in the championship."* Could it be that the Frenchman feared a repeat of Piquet's late season spurt in 1983, the comeback that had cost him his title?

Whatever was going through Prost's mind, this was not to be the third victory of his hitherto immaculate season. He had taken the lead from Keke and held it for eight laps, building up a cushion of almost eight seconds, when he clipped a wall on the inside. The wheel was broken, the tyre went flat and he coasted to a halt where a graveyard of wrecked F1 cars were parked in a line. Maybe Alain should have tried to drive it back to the pits. He said that would have been difficult and maybe dangerous. On the latter point, considering how his mechanics felt about the situation, he may have been right...

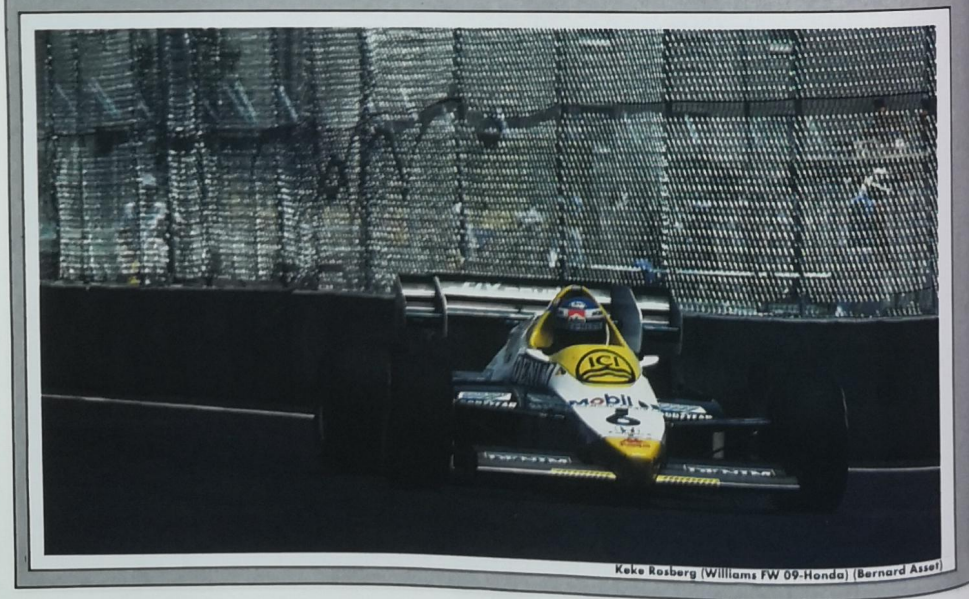
So Keke took over the lead again, with the only threat coming from René Arnoux. The Ferrari should have won, but a starter ring had been damaged as they started the formation lap and Arnoux was forced to start from the back of the grid, having accepted a push start. Ten more laps, maybe five, and he could have made up the gap, for those last few laps as the race ground on to the two hour maximum time were seemingly endless for the Williams driver, whose front tyres were in shreds. *"It had been pretty bad all through the race,"* said Keke. *"I couldn't put the power down or turn in, it was all slipping and sliding. It was a question of keeping the tyres as good as possible and not making a mistake."*

After it was over, Frank Williams stood among a big crowd of well-wishers in the garage. One of his guests, by a splendid piece of clairvoyance, had been Honda Vice-President Mr Kawamoto, with whom he had originally done the deal for the supply of his turbo engine. Why, even Jacques Laffite had managed to stay out of trouble, and here he was in 4th place, albeit two laps behind Keke. Nor had it done any harm to have had all those ICI people around either.

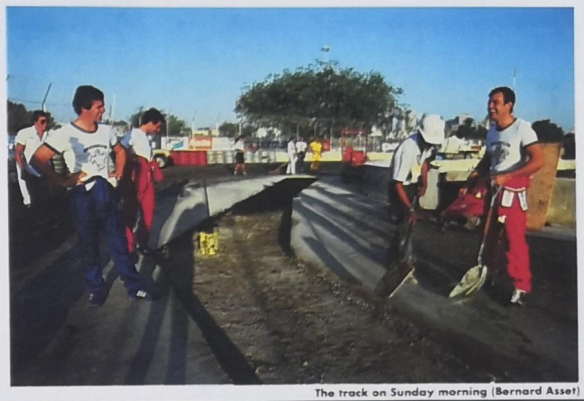
"We said yesterday that it was going to be an extraordinary race," said Frank. *"We guessed that we were likely to have as good a chance of winning it as anyone, provided the conditions were no better than yesterday. In fact they deteriorated, and that levelled out the cars.*

"I always said that Keke was the best. He proved it again today, in spite of us."

Mike Doodson



Keke Rosberg (Williams FW 09-Honda) (Bernard Asset)



The track on Sunday morning (Bernard Asset)

STICKY STUFF

A PROPERLY LAID TRACK FOR F1 TAKES 90 DAYS TO CURE: SO SAITH DALLAS PROMOTER DON WALKER, SO SAY WE. THE DALLAS TRACK WAS LAID 45 DAYS ago. Operations Consultant Lance Shafer was looking at it on Sunday morning, shaking his head; *"Another day of racing and we would have no track, period,"* he said.

The rest of us wondered whether we'd even have one that day.

Derek Ongaro's face was beginning to match his fiery red hair: *"What can I do?"* he said. *"I warned them it took a long time to settle and the heat would affect it."* By him, FISA's Yvan Leon, looking simultaneously glum and dapper, was cadging a cup of coffee from Ferrari and talking about cancelling the race. CBS television had a contract with a penalty clause: *"If the race isn't off by 11.11,"* he said, *"someone's going to lose a lot of money."*

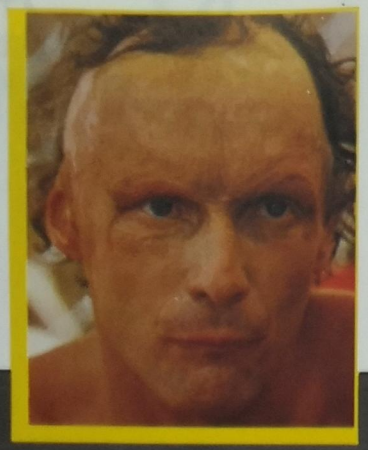
The whole thing was predictable. On Thursday, the circuit had begun to break up: heat and wear from the G-forces. Friday and Saturday it grew worse; spectators were being sprayed with nasty black pellets of asphalt. Then the locals ran a Can-Am race over it: heavy cars with heavy-footed drivers. Saturday night it was a mess on at least six turns.

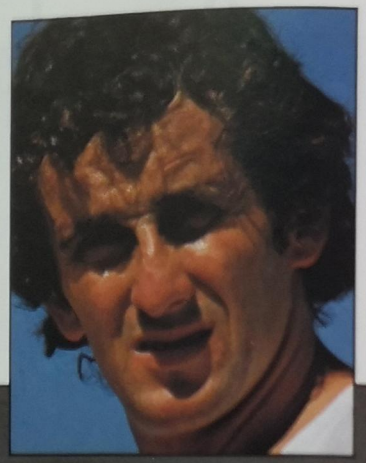
Each night, the crews were out patching things up, but on Saturday night, as one local journalist put it, *"the workers ran out of thumbs to poke in the leaking dike."* So Austin Paving, which laid the $850,000 track, was brought in and the decision taken to lay special quick-drying concrete. It's from that point on that versions differ—as they will about disasters. Some say construction workers mixed up the two batches of cement delivered; track construction boss Ron Adkins said *"Austin couldn't do everything they said they could do."* Which is more diplomatic language. Also, on Saturday night, even in Dallas, it might be difficult to find enough of the special quick-drying adhesive concrete called Set 45.

Thus it was that when the drivers—Jacques Laffite in pyjamas and dressing gown—turned up at 6.30 a.m. for their 7 a.m. warm-up, they were surprised to see the local crews (at that point they numbered six men) with picks and back-hoe gear trying to dig up what had been laid the previous night: to get to which they had to go through a layer of dry ice laid down to cool the asphalt substituted for the missing concrete. All very dramatic, with boss-man Adkins down on his knees smoothing down the mixture with a trowel. After all, at 10.20 a.m., just forty minutes before scheduled race-time, you could still see workmen staring down at one pot-hole. Was it goodbye Dallas Grand Prix?

Back in the press-conference room, media consultant Hank Ives was telling us all: *"Go down and have a look yourselves if you want. Just try not to talk to the men working out there. They're getting a little nervous."* It seems all morning drivers were leaping into golf-carts (Niki on pole) to see if the place was safe yet, which it wasn't. *"It looks like every one of those drivers is an expert on tracks,"* said Ives woefully. Many settled down to watch the Wimbledon final, thinking there would be no race. In the paddocks, no TV, so Derek Warwick, among others, was sitting there glumly saying: *"That's what F1 is all about—glamour!"* and Patrick Tambay on a portable telephone was making reservations for the next day. So was de Cesaris, only they weren't understanding him at the other end. Finally I went down to pit-lane. There was Bernard Ecclestone in his familiar livery of white shirt, dark trousers and sunglasses. *"So what's going on?"* I asked. *"It's all wonderful,"* answered he. *"Start at 11.07."* Right on time, the miracle happened.

Keith Botsford





Prost
BOSS
MEN'S FASHION

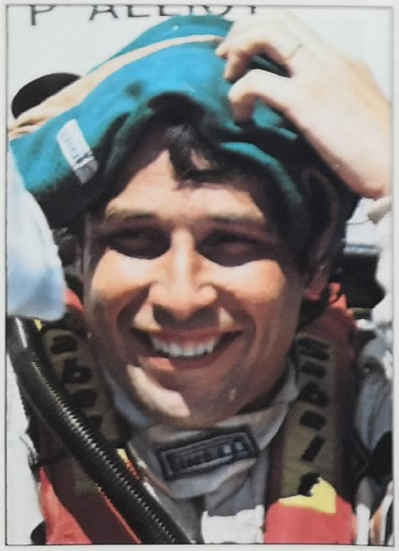
OUNCE CAPS

On the left, Niki Lauda, the computer. On the right, Alain Prost, the teacher. Two justifiable nicknames which Dallas managed to prove unsuitable. On Friday afternoon, Lauda had already made a mistake. At the first turn. During the race, it was even worse. The provisional championship leader was ahead when he overtook Rosberg on lap 49. He was at Turn 7 on lap 56 just at the point where the track was at its worst, resembling a rally special stage rather than a GP circuit, when one of his McLaren rear wheels touched the wall. The tyre burst, he retired, and 9 points went down the drain. The Austrian did the same act on lap 60, and a further 4 points were lost. (Photos: Bernard Asset, DPPI, Emmanuel Zurini).

notched up the first two points of his career. Alliot wasn't even given a chance of showing what he could do. His tub was banged out of shape at Turn 7 during Friday afternoon's practice session. (photos: Bernard Asset and DPPI).

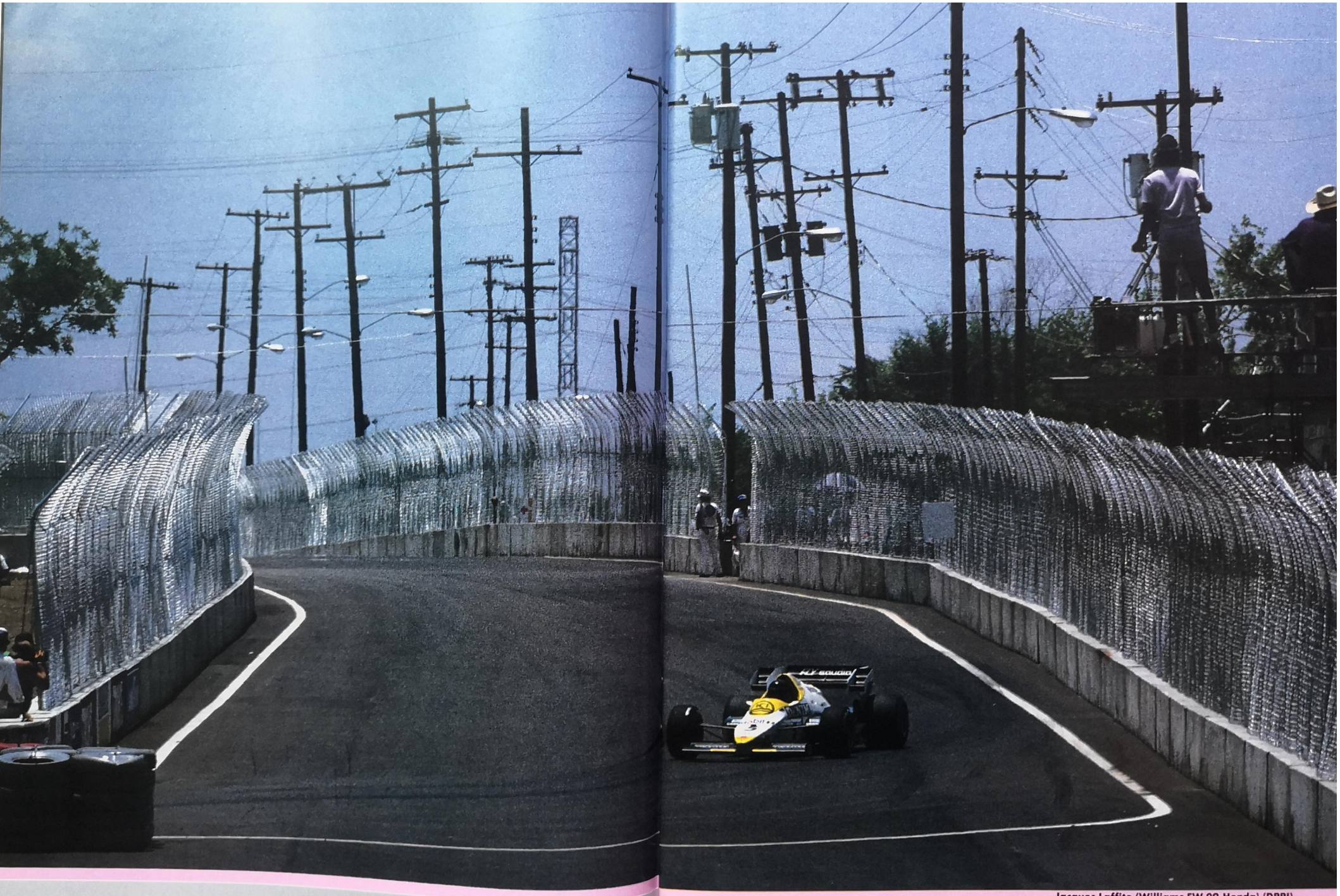
THE PIRELLI BOYS

No-one would contradict you if you said that Pirelli were desperately searching for a good team to supply with their rubber. Last year, there was Lotus, but the black racing cars have since changed sides and gone over to the Goodyear camp. So they will have to make do with the teams they already have under their wing, that is the D7-BMW ATS No 14 driven by Manfred Winkelhock, Huub Rothengatter's No 21 Spirit 101B-Hart, the two 02-Hart RAMs sporting Nos 9 and 10 driven by Philippe Alliot and Jonathan Palmer respectively and finally, in the Pirelli series, the Osella FA1F-Alfa Romeo with Piercarlo Ghinzani at the wheel. It's usually the German car which has the most success sporting the colours of this unpretentious team of merry men. At Dallas, it was the Osella's turn to do the honours: 5th place in the race, which meant that Ghinzani



Corrado Fabi (Brabham BT 53-BMW) (Bernard Asset).

FASTER THAN PIQUET DURING PRACTICE. A GREAT FEAT. THE SOLE MICHELIN MAN AT THE FINISH.



Jacques Laffite (Williams FW 09-Honda) (DPPI).

AFTER DETROIT, DALLAS. LAFFITE DOES IT AGAIN. 3 POINTS BUT TWO LAPS BEHIND ROSBERG ALL THE SAME.

Manfred Winkelhock (ATS D7-BMW) (DPPI).

MONTREAL, DETROIT, DALLAS, ALL WITHOUT A SPARE CAR, AND NO TOUCHING. WELL DONE THE FUNAMBULIST.

Philippe Alliot (Ram 02-Hart) (Bernard Asset).

A DAMAGED TUB FOR ALLIOT, LAST ROW ON THE GRID FOR PALMER.

René Arnoux (Ferrari 126 C4) (DPPI).

3RD FASTEST TIME ON FRIDAY, 2ND IN THE RACE. DALLAS IS A CIRCUIT FOR ADULTS WITH PLUCK AND COURAGE.

SPECIAL GRAND PRIX COMPETITION!

Your chance to win a Page & Moy luxury holiday for two in Monaco for the 1985 Grand Prix, with Harry Moss Audioline equipment and top line CB rigs for the runners-up.

ADVANCE DETAILS OVERLEAF...

1ST

A luxury week for two in Monaco for the 1985 Grand Prix organised by Page & Moy.

2ND

Two prizes of complete Audioline top of the range in-car entertainment systems.

3RD

Six prizes of the latest remote control CB rig.

Turn No 3 (Bernard Asset).

STATE FAIR PARK, THE LAND OF MAKE-BELIEVE. A FAR CRY FROM COWBOYS AND RODEOS. TEXAS AGAIN...

MAKE A DREAM COME TRUE BY ENTERING THE SPECIAL GRAND PRIX COMPETITION!

How to enter All you have to do is to answer correctly all the questions below and complete the tie-breaker. The entry form and competition rules will be in the next issue of GPI (No. 86, which features the British Grand Prix), so you have up to a full two weeks to work out the answers!

THE QUESTIONS

1. Other than Carlos Reutemann, there was another Argentinian who drove for a Grand Prix team in 1981. Who was he?
   a) Quique Mansilla b) Juan Manuel Fangio c) Angel Guerra d) Oscar Larrauri

2. Which of the following Formula One teams has Rene Arnoux NOT driven for?
   a) ATS b) Surtees c) Renault d) Martini

3. Who was the first driver ever to race a Tolleman in a Grand Prix?
   a) Derek Warwick b) Tex Tati c) Brian Henton d) Chris Witty

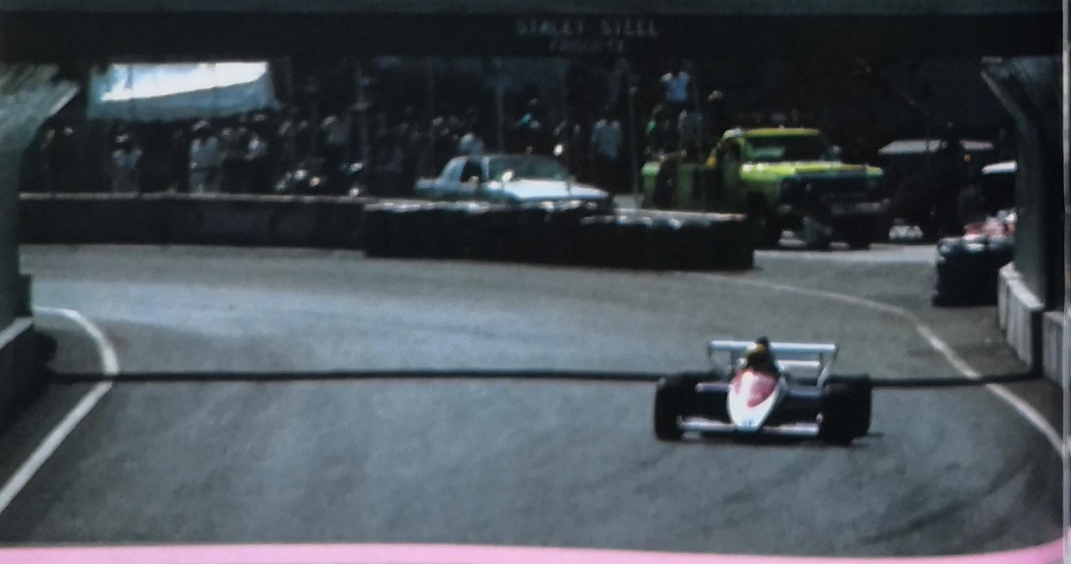
4. One of these drivers only ever led 3 laps of a Grand Prix in his career, but he won the race and got into the Record Books at the same time!
   a) Vittorio Brambilla b) Peter Gethin c) Jean-Pierre Beltoise d) Eric de Angelis

5. These four drivers made their Formula One debuts in 1983, but only one finished his first Grand Prix race.
   a) Thierry Boutsen b) Stefan Johansson c) Corrado Fabi d) Kenneth Acheson

6. Which of these British gentlemen won the 1964 World Drivers Championship in a Ferrari?
   a) John Lloyd b) John Toshack c) John Surtees d) John Hollway

7. Which manufacturer was the first to use 1.5 litre turbocharged engines for Formula One in the 1970's?
   a) Ferrari b) Alfa Romeo c) Renault d) Reliant

8. When did Keke Rosberg win his first Formula One race?
   a) 1978 b) 1979 c) 1981 d) 1982



STATE FAIR PARK, THE LAND OF MAKE-BELIEVE. A FAR C

Turn No 3 (Bernard Asset).

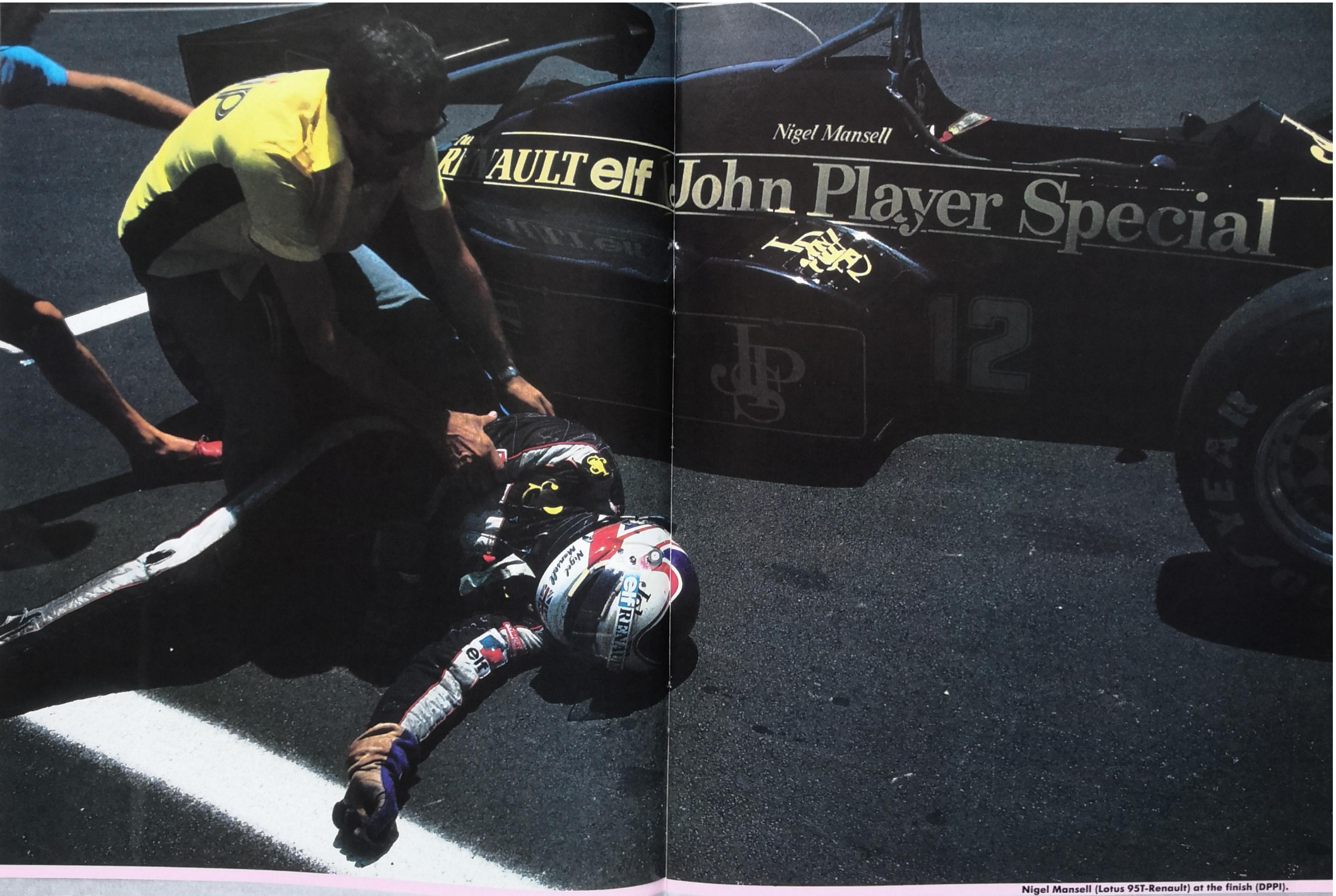
Y FROM COWBOYS AND RODEOS. TEXAS AGAIN...

Nigel Mansell (Lotus 95T-Renault) & Keke Rosberg (Williams FW 09-Honda) (DPPI).

ONE IS TRYING TO CLOSE THE DOORS, THE OTHER TO OPEN THEM. NO LOVE IS LOST BETWEEN NIGEL AND KEKE...

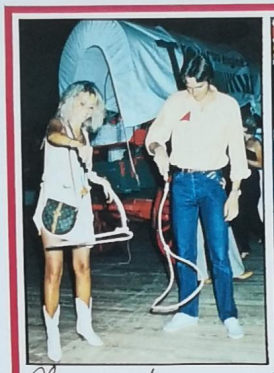
Nelson Piquet (Brabham BT 53-BMW) (Bernard Asset).

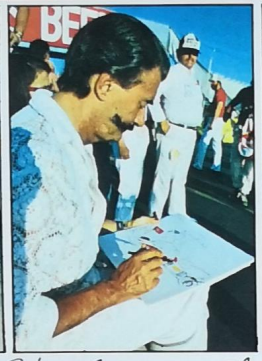
THE MAN WHO HARDLY EVER MAKES MISTAKES: HE SPAN, STALLED AND TURNED HIS BACK ON A WALL OF TYRES.

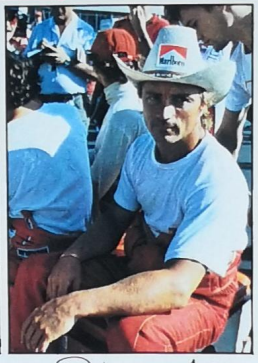


Nigel Mansell (Lotus 95T-Renault) at the finish (DPPI).

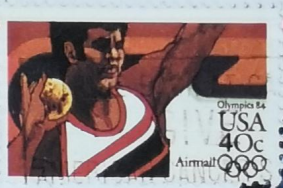
HE STRETCHED HIMSELF TO THE LIMIT. HE PUSHED HIS LOTUS AND FAINTED THROUGH SHEER HEAT EXHAUSTION.







Cheever and Rita lassooing, Cheever, Patrese, Alboreto and De Cesaris hopping country style.



DALLAS

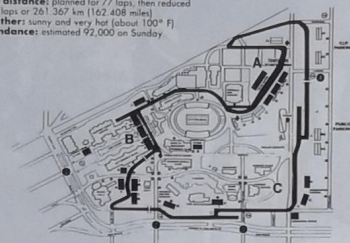
Southfork. In Hagman we Trust.

But Sue Ellen took Guy Ligier for JR!

STATISTICS

DALLAS GRAND PRIX

Date : July 8, 1984
Circuit : Fair Park
Circuit length: 3.901 km (2.424 miles)
Race distance: planned for 77 laps, then reduced to 67 laps or 261.367 km (162.408 miles)
Weather: sunny and very hot (about 100° F)
Attendance: estimated 92,000 on Sunday



THEIR FASTEST RACE LAPS

LAUDA	1m 45.353s	(07)
ARNOUX	1m 45.545s	(38)
MANSELL	1m 45.593s	(09)
WARWICK	1m 45.648s	(08)
PROST	1m 45.976s	(23)
DE ANGELIS	1m 46.042s	(26)
ROSBERG	1m 46.104s	(09)
TAMBAY	1m 46.373s	(16)
SENNA	1m 46.419s	(39)
PIQUET	1m 46.502s	(37)
ALBORETO	1m 46.716s	(34)
DE CESARIS	1m 47.341s	(08)
CECOTTO	1m 47.827s	(24)
BOUTSEN	1m 48.229s	(13)
C. FABI	1m 48.361s	(10)
LAFFITE	1m 48.532s	(34)
GHINZANI	1m 48.604s	(22)
CHEEVER	1m 49.018s	(08)
BELLOF	1m 49.204s	(07)
PATRESE	1m 50.274s	(08)
SURER	1m 50.372s	(07)
WINKELHOCK	1m 50.549s	(32)
ROTHENGATTER	1m 51.347s	(09)
PALMER	1m 52.958s	(07)
HESNAULT		

STARTING GRID

DE ANGELIS
Lotus 95T-Renault
1m 37.635s (1)

MANSELL
Lotus 95T-Renault
1m 37.041s (1)

ARNOUX*
Ferrari 126 C4
1m 35.785s (1)

WARWICK
Renault RE 50
1m 37.708s (2)

SENNA
Toleman TG 184-HART
1m 38.256s (1)

LAUDA
McLaren MP4/2-TAG
1m 37.987s (1)

ROSBERG
Williams FW 09-Honda
1m 38.767s (1)

PROST
McLaren MP4/2-TAG
1m 38.544s (1)

TAMBAY
Renault RE 50
1m 38.907s (1)

ALBORETO
Ferrari 126 C4
1m 38.793s (1)

PIQUET
Brabham BT 53-BMW
1m 39.439s (1)

C. FABI
Brabham BT 53-BMW
1m 38.960s (1)

CHEEVER
Alfa Romeo 184T
1m 39.911s (1)

WINKELHOCK
ATS D7-BMW
1m 39.860s (1)

DE CESARIS
Ligier JS 23-Renault
1m 40.095s (1)

CECOTTO
Toleman TG 184-Hart
1m 40.027s (1)

GHINZANI
Osella FA1F-Alfa Romeo
1m 41.176s (1)

BELLOF
Tyrrell 012-Cosworth
1m 40.336s (1)

BOUTSEN
Arrows A7-BMW
1m 41.318s (2)

HESNAULT
Ligier JS 23-Renault
1m 41.303s (1)

SURER
Arrows A7-BMW
1m 42.592s (2)

PATRESE
Alfa Romeo 184T
1m 41.328s (1)

LAFFITE
Williams FW 09-Honda
1m 43.304s (1)

ROTHENGATTER
Spirit 101B-Hart
1m 43.084s (1)

PALMER
RAM 02-Hart
1m 44.676s (1)

* Began the race on the last row alongside Palmer after stalling on the dummy grid.
Declared forfeit:
Alliot (RAM 02-Hart), 1m 43.222s (1); Brundle (Tyrrell 012-Cosworth), 2m 31.960s (1).

OFFICIAL QUALIFYING TIMES

	Untimed Practice 1	Untimed Practice 2	Timed Practice 1	Untimed Practice 3	Timed Practice 2	Warm-up Sunday
1. PIQUET	1m 41.000s	1m 36.698?s	1m 39.439s	1m 40.387s	1m 39.630s	
2. C. FABI	1m 40.877s	1m 38.266s	1m 38.960s	1m 40.316s	1m 41.097s	
3. BRUNDLE	1m 41.977s	1m 39.176s	2m 31.960s	—	—	
4. BELLOF	1m 41.457s	1m 38.827s	1m 40.336s	1m 41.490s	1m 41.680s	
5. LAFFITE	1m 42.381s	1m 41.111s	1m 43.304s	1m 49.958s	1m 46.257s	
6. ROSBERG	1m 42.884s	1m 39.297s	1m 38.767s	1m 45.204s	1m 39.438s	
7. PROST	1m 40.062s	1m 36.360s	1m 38.544s	1m 42.279s	1m 41.344s	
8. LAUDA	1m 41.804s	1m 36.317s	1m 37.987s	1m 42.040s	1m 41.835s	
9. ALLIOT	1m 45.688s	1m 41.445s	1m 43.222s	—	—	
10. PALMER	1m 45.230s	1m 41.887s	1m 44.676s	1m 45.387s	1m 47.566s	
11. DE ANGELIS	1m 40.379s	1m 37.916s	1m 37.635s	1m 39.474s	—	
12. MANSELL	1m 39.531s	1m 37.334s	1m 37.041s	1m 40.358s	—	
14. WINKELHOCK	1m 42.866s	1m 38.621s	1m 39.860s	1m 41.662s	1m 40.289s	
15. TAMBAY	1m 44.681s	1m 38.134s	1m 38.907s	1m 40.428s	1m 40.790s	
16. WARWICK	1m 38.617s	1m 36.750s	1m 38.285s	1m 38.785s	1m 37.708s	
17. SURER	1m 47.522s	—	1m 44.503s	1m 43.744s	1m 42.592s	
18. BOUTSEN	1m 41.323s	1m 39.842s	1m 41.840s	1m 42.579s	1m 41.318s	
19. SENNA	1m 41.614s	1m 37.819s	1m 38.256s	1m 39.911s	—	
20. CECOTTO	1m 43.181s	1m 39.313s	1m 40.027s	1m 43.387s	—	
21. ROTHENGATTER	1m 44.424s	1m 42.570s	1m 43.084s	1m 43.047s	1m43.735s	
22. PATRESE	1m 45.131s	1m 40.850s	1m 41.328s	1m 44.129s	1m 50.277s	
23. CHEEVER	1m 41.885s	1m 40.373s	1m 39.911s	1m 41.972s	1m 40.773	
24. GHINZANI	1m 44.782s	1m 40.660s	1m 41.176s	1m 43.313s	1m 42.439s	
25. HESNAULT	1m 42.978s	1m 43.666s	1m 41.303s	1m 45.269s		
26. DE CESARIS	1m 41.250s	1m 39.693s	1m 40.095s	1m 42.164s	1m 41.464s	
27. ALBORETO	1m 41.447s	1m 38.315s	1m 38.793s	1m 41.240s	1m 42.005s	
28. ARNOUX	1m 40.437s	1m 39.052s	1m 37.785s	1m 41.212s	1m 39.633s	

CONSTRUCTORS' WORLD CHAMPIONSHIP POINTS

1. McLaren 58.5 points; 2. Ferrari 31.5 points; 3. Lotus 29.5 points; 4. Williams 24 points; 5. Brabham 21 points; 6. Renault 20 points; 7. Tyrrell 13 points; 8. Alfa Romeo 6 points; 9. Toleman 4 points; 10. Ligier 2 points; 11. Arrows 1 point.

RESULTS

1. Rosberg (Williams FW 09-Honda), 67 laps, or 261.367 km (162.408 miles) in 2 hours 01 m 22.617s, at an average speed of 129.202 kph (80.283 mph).
2. Arnoux — Ferrari 126 C4 — 22.464s
3. De Angelis — Lotus 95T-Renault — 1 lap
4. Laffite — Williams FW 09-Honda — 2 laps
5. Ghinzani — Osella FA1F-Alfa Romeo — 2 laps
6. Mansell (*) — Lotus 95T-Renault — 3 laps
7. C. Fabi — Brabham BT53-BMW — 3 laps
8. Winkelhock — ATS D7-BMW — 3 laps

(*) classed but did not cross the finish line.

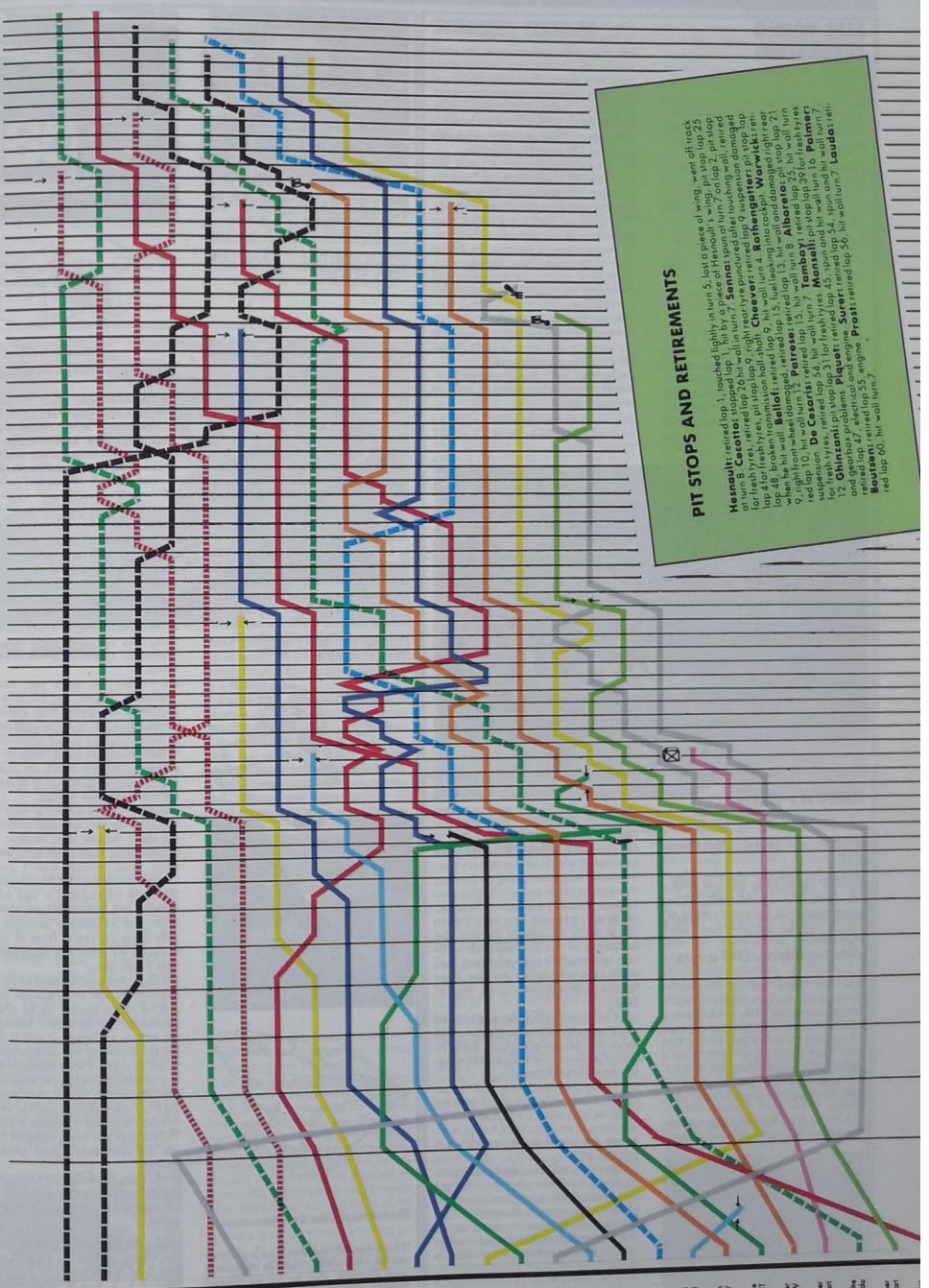
DRIVERS' WORLD CHAMPIONSHIP POINTS

	BRAZIL	SOUTH AFRICA	BELGIUM	SAN MARINO	FRANCE	MONACO	CANADA	DETROIT	DALLAS	GREAT BRITAIN	GERMANY	AUSTRIA	HOLLAND	ITALY	EUROPE	PORTUGAL	TOTAL
1 PROST	9	6		9		4.5	4	2									34.5
2 LAUDA		9			9		6										24
3 DE ANGELIS	4		2	4	2	0.5	3	4	4								23.5
4 ARNOUX			4	6	3	1.5	2		6								22.5
5 ROSBERG	6		3		1	1			9								20
6 PIQUET							9	9									18
7 WARWICK		4	6	3													13
8 ALBORETO			9														9
9 BRUNDLE	2								6								8
10 TAMBAY	1				6												7
11 MANSELL					4		1		1								6
12 BELLOF			1	2		2											5
13 SENNA		1				3											4
LAFFITE																	4
15 CHEEVER	3							1	3								3
PATRESE		3															3
T. FABI								3									3
18 DE CESARIS		2															2
GHINZANI									2								2
20 BOUTSEN				1													1

PIT STOPS AND RETIREMENTS

Hesnault: retired lap 1, touched lightly in turn 5, lost a piece of wing, went off track
Arnoux: stopped lap 1, hit by 7, pit stop lap 25
Senna: spun out in turn 2, pit stop lap 2, pit stop lap 8, rejoined
Cecotto: retired lap 26 hit wall in turn 2, suspension damaged
Rosberg: pit stop lap 9 suspension damaged, pit stop lap 10 for fresh tyres, retired lap 13, hit wall in turn 7
Cheever: retired lap 13, hit wall in turn 8
Rothengatter: retired lap 4 for fresh transmission hall
Brundle: retired lap 9, hit wall turning into cockpit damaged right rear
Patrese: retired lap 25, hit wall turn 8
Alliot: retired lap 25, hit wall turn 48, pit stop lap 26 for fresh tyres, retired lap 31, hit wall turn 7
Bellof: retired lap 13, hit wall turn 8
Laffite: pit stop lap 27 for fresh tyres, retired lap 31, hit wall turn 7
Tambay: pit stop lap 39 for fresh tyres, retired lap 54, hit wall turn 7
Mansell: pit stop lap 25, hit wall turn 8, retired lap 25, hit wall turn 8
Alliot: retired lap 25, hit wall turn 8, pit stop lap 26 for fresh tyres, retired lap 31, hit wall turn 7
Palmer: suspension damaged, pit stop lap 27, retired lap 31, hit wall turn 7
De Cesaris: retired lap 34, hit wall turn 7
Ghinzani: pit stop lap 34, hit fresh tyres, retired lap 43, hit wall turn 7
Piquet: retired lap 37, hit wall turn 7
Surer: retired lap 43, hit wall turn 7
Boutsen: retired lap 54, spun off
Lauda: retired lap 60, hit wall turn 7

Lap by lap - Giro per giro - Runde um runde - Tour par tour - Vuelta a vuelta


1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67
Mansell Lotus 95T-Renault
De Angelis Lotus 95T-Renault
Warwick Renault RE 50
Lauda McLaren MP4/2-TAG
Senna Toleman TG 184-Hart
Prost McLaren MP4/2-TAG
Rosberg Williams FW 09-Honda
Alboreto Ferrari 126 C4
Tambay Renault RE 50
C. Fabi Brabham BT 53-BMW
Piquet Brabham BT 53-BMW
Winkelhock ATS D7-BMW
Cheever Alfa Romeo 184T
Cecotto Toleman TG 184-Hart
De Cesaris Ligier JS 23-Renault
Bellof Tyrrell 012-Cosworth
Ghinzani Osella FA1F-Alfa Romeo
Hesnault Ligier JS 23-Renault
Boutsen Arrows A7-BMW
Patrese Alfa Romeo 184T
Surer Arrows A7-BMW
Rothengatter Spirit 101B-Hart
Laffite Williams FW 09-Honda
Palmer RAM 02-Hart

ALFA ROMEO EURORACING

22. ALFA ROMEO BENETTON / ALFA ROMEO 184T/02: Riccardo Patrese (I)
21st in qualifying, DNF in race
23. ALFA ROMEO BENETTON / ALFA ROMEO 184T/03: Eddie Cheever (USA)
14th in qualifying, DNF in race
T. ALFA ROMEO BENETTON / ALFA ROMEO 184T/01

The 184T's are mounted with steel brake discs with single Brembo calipers all around. The wing is composed of five elements with an additional forward flap for the central section and five elements for the winglets. The sidepods are the ones which we first saw in Montreal (their upper front section is raised above the air ducts and there is a shark-like fin in front of the back wheels).

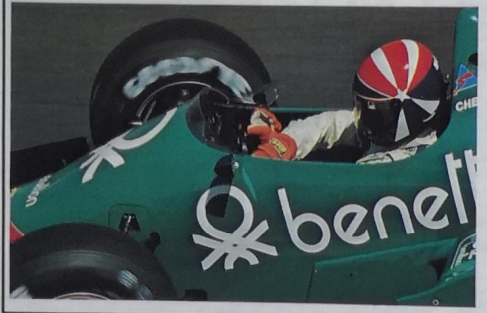
An intercooler had given up the ghost during the Detroit race, which could have been the result of either faulty soldering or improper thermal treatment. The ones in Dallas are therefore reinforced and have been tested four hours in a 95 degree centigrade oven and twenty hours at 120 degrees centigrade.

On Thursday, Cheever hit a wall and broke his left rear suspension. Saturday morning, little additional deflectors had been mounted on top of the sidepods. The spare car had a horizontal plate located inside the sidepods at the front. Its purpose was to improve the double flow of air inside these: the narrower, lower flow goes to the intercooler and the higher, stronger flow goes through the radiators.

Having broken his engine, Cheever finished the morning practice session in the spare car and was in it again for the afternoon qualifying session.

On Sunday, both drivers used the horizontal plates in the sidepods and ran without engine covers.

Engine: Alfa Romeo 890T 1500cc V8 with double Avio turbo (KKK type).
Tyres: Goodyear.



ARROWS-BMW

17. BARCLAY TEAM ARROWS / ARROWS-BMW A7/1: Marc Surer (CH)
22nd in qualifying, DNF in race
18. BARCLAY TEAM ARROWS / ARROWS-BMW A7/2: Thierry Boutsen (B)
20th in qualifying, DNF in race

The bell tolled for the Cosworth-powered Arrows cars at Detroit: A6/4 was destroyed on Friday, A6/2 was a victim of the first accident at the start of the race. So now Surer, for the first time since Imola, is in an A7 with a BMW turbo engine. It's the A7/1, Boutsen's spare car until now, which means that the team has no spare car at all in Dallas.

A7/2 and A7/1 have a spacer between the engine and the gearbox, and stiffer rear suspension, which was not the case for A7/1 in Detroit. The totally new rear suspension designed by David Wass still hasn't made its appearance.

On Thursday, only A7/2 had the shorter sidepods which curve at the very rear, exposing the ignition casing on the right side and the turbo on the left. This configuration, which was seen on Saturday in Detroit, was used here as of Friday on the A7/1. Because of the heat, the additional oil radiators mounted vertically in front of the right rear wheel, normally used only during the race, have become a permanent fixture here in Dallas.

Both cars are using steel brake discs with single Brembo calipers at the front and single AP calipers at the rear. Both the central portion of the wing and the winglets have three elements.

On Friday morning, Surer had electrical problems and wasn't able to get a lap in. In the afternoon, it was Boutsen who was stopped when his front brakes locked up for no apparent reason in a straight line.

On Saturday morning, there were more problems for Surer who was sidelined by a blown turbo. In the final afternoon session, the two A7's, along with Warwick's Renault, were the only cars to improve on their times from the previous day, in spite of Surer again breaking a turbo.

Engine: BMW M12/13 1500cc 4 cylinders in line with single KKK turbo.
Tyres: Goodyear.

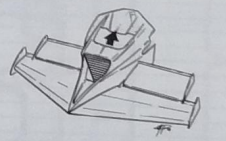
BRABHAM-BMW

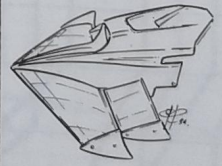
1. BRABHAM MOTOR RACING DEVELOPMENTS / BRABHAM-BMW BT 53/4: Nelson Piquet (BR)
12th in qualifying, DNF in race
2. BRABHAM MOTOR RACING DEVELOPMENTS / BRABHAM-BMW BT 53/2: Corrado Fabi (I)
11th in qualifying, 7th in race
T. BRABHAM MOTOR RACING DEVELOPMENTS / BRABHAM-BMW BT 53/3

Teo Fabi is racing with CART in Cleveland, so it's his brother Corrado, who drove in Monaco and in Montreal, who has the drive here. The BT 53/5, damaged in the accident at the first start in Detroit, has been sent back to England and BT 53/4 was brought to Dallas to become Piquet's race car.

This BT 53/4 and the "qualifying" spare car BT 53/3 have Heatco carbon fibre brake discs with single Girling calipers, whereas BT 53/2 has steel brake discs, again with single Girling calipers. The wings have three central elements and three elements for the winglets.

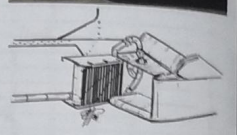
In between Detroit and Dallas, testing took place at Snetterton to determine the configuration of the "B" BT 53 which we should be seeing at Brands Hatch. The bodywork will be different, the cooling elements will be moved, the suspension modified and the sidepods probably shortened and raised.





Thursday/Friday Configuration

The front oil radiator has a greater surface than that used in Montreal and Detroit, due to its increased height. This set-up necessitated the creation of a new front hood which was rather unsightly.



Saturday/Sunday Configuration

An aerodynamic fault caused understeering problems, and the radiator and front hood seen at Montreal and Detroit were re-installed. To combat the problems of the heat, an extra oil radiator was mounted vertically at the entrance of the left sidepod.

On Thursday, in Dallas, all three cars had a front oil radiator which was higher than the one seen at Montreal and Detroit. This change required designing a new front hood whose shape was somewhat ungainly. The spare car has a conventional engine with a square air box, and the two race cars have "Monaco" type engines with oblong air boxes.

On Friday, all three cars had the "Monaco" engine, and BT 53/4 and 2 had extra air ducts, with extractors, mounted on the top of the right sidepod to better evacuate hot air which had travelled through the water radiator. In the morning, Piquet broke an injection pump and the engine had to be changed for the afternoon session.

On Saturday, everything was being changed: the cars had been understeering badly for two days because of an aerodynamic fault originating with the front hood, which wasn't creating enough downforce. BT 53 came back to the front oil radiator it had used in Detroit and Montreal and added an additional oil radiator mounted vertically along the tub in front of the left sidepod. BT 53/4 was equipped with steel brake discs.

Cooling tubes were installed on the hood to direct the flow of air into the cockpit and on to the drivers. In an effort to combat the heat the drivers' helmets and the oblong air boxes — still in use — have been covered with an asbestos film.

In the morning, Piquet damaged a right rear suspension on one car when he touched the wall in turn 9, then damaged the front suspension of another when he touched Warwick's Renault in turn 16. The damage was easily repaired in time for the afternoon's final qualifying session.

On Sunday, the three BT 53's had steel brake discs and oblong air boxes. Both drivers were in their usual cars for the start.

Engine: BMW M12/13 1500cc 4 cylinders in line with single KKK turbo.
Tyres: Michelin.

ATS-BMW

14. ATS WHEELS / ATS-BMW D7/1: Manfred Winkelhock (D)
13th in qualifying, 8th in race

Winkelhock, who's had no spare car since the Thursday at Monaco, is yet again working with no back-up. The D7/2 will be ready for Brands Hatch and a longer wheelbase with new aerodynamics will be tested at Hockenheim. In Dallas, the D7/1 was using steel brake discs with single AP calipers. The central section of the wing has four elements and the winglets are also composed of four elements.

On Saturday morning, Winkelhock tested carbon fibre plates which connected, on either side, the vertical flanks of the rear wing to the long "Renault" type lower fairing, effectively joining the two parts. He kept this set-up for the afternoon session, but did not use it for the race.

Engine: BMW M12/13 1500cc 4 cylinders in line with single KKK turbo.
Tyres: Pirelli.

LIGIER-RENAULT

25. LIGIER-LOTO / LIGIER-RENAULT JS 23/02: François Hesnault (F)
19th in qualifying, DNF in race
26. LIGIER-LOTO / LIGIER-RENAULT JS 23/04: Andrea de Cesaris (I)
16th in qualifying, DNF in race

JS 23/01 having been seriously damaged in Detroit by de Cesaris on Saturday morning, the French team, which is still totally disorganized, has no back-up car here in Dallas. The two cars they do have are both on steel brake discs with single Brembo calipers. The central portion of the wing is made up of three elements and there are two elements for the winglets. De Cesaris' car has an additional element mounted forward of the center.

Testing is scheduled at Zeltweg for the week after Dallas, and a very modified suspension should be tried out then. At Brands Hatch, one of the cars is expected to be using an oversized air to air intercooler, seen on the Renault since Zolder and used for the last few races on one of the Lotuses. Using this intercooler means also using new sidepods which need to be 8 cms longer, a modification which has yet to be made due to a lack of time.

In Dallas, both drivers were using, as of Thursday, large extracting fairings on the upper air ducts which cross the radiators, located on top of the sidepods. They had additional water radiators mounted above the conventional ones. Friday, trying to bring down engine running temperatures even further, JS 23/04 replaced its sheet metal fairings with fibreglass ones made up of five elements and raised the upper part of each sidepod over the air ducts.

In the morning, Hesnault broke a front hood when he spun and in the afternoon he hit at Turn 16, bending the left rear suspension. Saturday, his JS 23 was equipped with the large, five-element extractor. It had problems with defective tubing inside of the fuel tank, however, and had little time on the track in the morning. In the afternoon, Hesnault never went out at all, the reason given being the slower track conditions and lack of a spare car should anything go wrong. As for De Cesaris, he had a scrape at Turn 9 and damaged the steering on his car.

Engine: Renault EF4 1500cc V6 with double Garrett turbo.
Tyres: Michelin.

SCUDERIA FERRARI

27. SCUDERIA FERRARI / FERRARI 126 C4/076: Michele Alboreto (I)
9th in qualifying, DNF in race
28. SCUDERIA FERRARI / FERRARI 126 C4/075: René Arnoux (F)
4th in qualifying, 2nd in race
T. SCUDERIA FERRARI / FERRARI 126 C4/074

All three Ferraris are on steel brake discs with Brembo single calipers. They have a rear wing whose central section is made up of three elements and the side winglets of two.

On Thursday, Alboreto and Arnoux were using engines with the 6-into-1 exhaust system and the Marelli-Weber electronic injection system using an "upper" configuration (see "cockpits" section of our last issue). The spare car was mounted with a conventional exhaust system and an electronic injection system using the "lower" configuration.

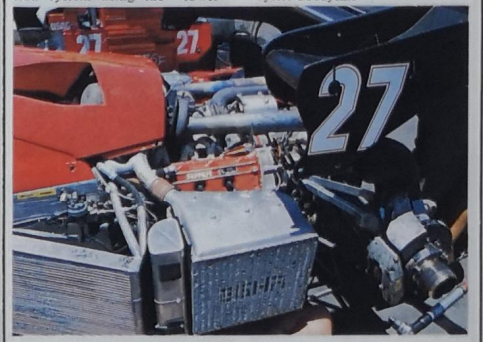
On Friday, Alboreto went back to a conventional exhaust system and the "lower" injection system; the other two cars stayed as they were. In order to improve upon engine cooling, the 126 C4/076 and 075 have extra openings at the top of the sidepods through which hot air escapes which has passed through the intercoolers.

In the morning session, Arnoux broke an engine and an identical block (6-into-1 exhaust, "upper" injection) was installed for the afternoon. He got the third fastest time with his second set of qualifiers after having broken a wheel and damaged the wing with the first set when he span.

The three cars kept the same engine specifications on Saturday and in addition had a round hole covered in grillwork in front of the cockpit, which was put in to increase the flow of air to the drivers. Alboreto broke a turbo in the afternoon session just as timed qualifying was drawing to a close.

On Sunday, 126 C4/076 and 075 raced with the "lower" injection set-up and conventional exhaust systems.

Engine: Ferrari 126 C 1500cc V6 with double KKK turbo.
Tyres: Goodyear.



LOTUS-RENAULT

11. JOHN PLAYER SPECIAL TEAM LOTUS / LOTUS-RENAULT 95T/03: Elio de Angelis (I)
2nd in qualifying, 3rd in race
12. JOHN PLAYER SPECIAL TEAM LOTUS / LOTUS-RENAULT 95T/02: Nigel Mansell (GB)
1st in qualifying, 6th in race
T. JOHN PLAYER SPECIAL TEAM LOTUS / LOTUS-RENAULT 95T/04

The 95T's have steel brake discs with single Brembo calipers. Their wings are composed of three elements and an additional forward flap for the centre section and three elements for the side winglets. As in previous races, the 95T/03's turbocharging system has been equipped with an oversized air to air intercooler, and the 95T/04 has the diagonally cut bodywork at the lower edge of the sidepods.

As of Thursday, an extra opening with four louvers had been added above the upper air ducts which cross the radiators on each sidepod. The purpose of this modification, as with the other teams, was to try and keep engine running temperatures down.

On Friday morning, de Angelis hit at Turn 3 and broke his right rear suspension. He carried on with the spare car, which required two changes of turbo.

On Saturday morning, the Italian driver was again using the spare car when he hit the wall at Turn 9, seriously damaging his left rear suspension.

During the afternoon's final qualifying session he was scheduled to go out with 95T/03, but neither he nor Mansell were to go out during the hour. Their first line positions, which they had held since the day before, were never seriously threatened by the other drivers in view of the slower track conditions.

Engine: Renault EF4 1500cc V6 with double Garrett turbo.
Tyres: Goodyear.

SPIRIT-HART

21. SPIRIT RACING / SPIRIT-HART 101B/2: Huub Rothengatter (NL)
23rd in qualifying, DNF in race
T. SPIRIT RACING / SPIRIT-HART 101B/1

Now that John Wickham's little team has got some new Hart engines, the 101B/2 used in Montreal is back on the scene and the 101B/1 which failed to qualify in Detroit with a Cosworth engine has been modified to re-adapt it to the 4 cylinder British engine.
The steel brake discs have double AP calipers at the front and single Lockheed calipers at the rear. The central portion of the wing has two main flaps and two forward elements, while the winglets each have two elements. The new front suspension, which has been designed for some time now, still hasn't seen the light of day, there being no money to finance its execution.
On Friday morning, Rothengatter hit the wall at Turn 9, destroying the left rear suspension. He was in the spare car for the afternoon's qualifying session. Saturday morning, with 101B/2, he had another scrape, this time at Turn 2, and lightly damaged his right front suspension. The damage was repaired in time for the final qualifying session.
Engine: Hart 415T 1500cc 4 cylinders in line with single Holset turbo.

Tyres: Pirelli.

TOLEMAN-HART

19. TOLEMAN GROUP MOTORSPORT / TOLEMAN-HART TG 184/02 (4): Ayrton Senna (BR)
6th in qualifying, DNF in race
20. TOLEMAN GROUP MOTORSPORT / TOLEMAN-HART TG 184/03: Johnny Cecotto (V)
15th in qualifying, DNF in race
T. TOLEMAN GROUP MOTORSPORT / TOLEMAN-HART TG 184/01

As of Thursday, Senna's TG 184/02 (4) was using a totally electronically injected Hart engine which was equipped with two injectors per cylinder. The three Toleman cars were on steel brake discs with single Brembo calipers. Their rear wing has three central elements and two additional elements mounted forward of those.
TG 184/02 (4) and 03 have an experimental set-up which sprays a gas on the intercooler to keep the running temperature of the engine down. The system uses freon gas.
On Saturday morning, Senna was using the spare car, which has a mechanical injection system, and he held the fastest time for a good part of the session. He then got back in his usual car while Cecotto, who had hit the wall with his TG 184/03, had his turn with the spare car.

A closer examination of TG 184/03 had revealed that, apart from a bent upper wishbone on the left front suspension, the tub itself had been damaged. The carbon fiber had given way at several anchoring points inside the cockpit. That car being out of commission for the remainder of the weekend, Cecotto was assigned TG 184/01 for the duration but neither he nor Senna went out on Saturday afternoon. There was no longer a spare car to back them up and the track was in any case slower than it had been.
On Sunday, Senna kept the electronic injection system for the race.
Engine: Hart 415T 1500cc 4 cylinders in line with single Holset turbo.
Tyres: Michelin.

WILLIAMS-HONDA

5. WILLIAMS GRAND PRIX ENGINEERING / WILLIAMS-HONDA FW 09/03: Jacques Laffite (F)
25th in qualifying, 4th in race
6. WILLIAMS GRAND PRIX ENGINEERING / WILLIAMS-HONDA FW 09/05: Keke Rosberg (SF)
8th in qualifying, 1st in race
T. WILLIAMS GRAND PRIX ENGINEERING / WILLIAMS-HONDA FW 09/01

The FW 09/06, which we caught a glimpse of in Montreal — with, for the first day of testing, a Coca-Cola type rear end — has been dismantled in England; another FW09 has been modified: a spacer between the engine and the gearbox which will create a longer wheelbase, a more rigid tub, and a return to a narrower rear end. As Mike Thackwell was scheduled to test this FW09 at Snetterton just prior to the Dallas GP, Patrick Head stayed in England rather than coming to Texas.
The FW 09/01, first seen last year at Kyalami,has been brought to Dallas and rounds out the stable of cars, with the Williams FW 09/03 and 05. All three cars are equipped with the interior flap which divides the air flow in the sidepods, and the upper wishbones on the front suspension are in the high position.
The 03 and 05 both have the "old" type spindle from the FW 07, and 01 has front spindles with spacers at the point where the upper wishbone is connected.
The 01 is also different in the calipers of its steel brake discs: single AP at the front and double Lockheed at the rear, as opposed to double Lockheeds all around on the other two cars. The wings have three central flaps and three flaps for the side winglets.
On Friday afternoon, Laffite was stopped by an oil leak originating in one of the turbos. He then took out the spare car and was stopped again, this time with an engine failure. On Saturday, FW 09/03 and 05 got rid of the double Lockheed calipers at the front, choosing instead single AP calipers. They had fresh engines as well, come in from Japan the night before: their fuel consumption is better and there is more power at low rpm's.
Both drivers were so impressed with these that they opted to keep them for the race on Sunday. During the final qualifying session, Rosberg hit the wall at turn 7, breaking his right rear wheel. When he took off again, he was the victim of an engine failure.
Engine: Honda RA 163E 1500cc V6 with double Ihi turbo.

Tyres: Goodyear.

TYRRELL-COSWORTH

3. TYRRELL RACING ORGANIZATION / TYRRELL-COSWORTH 012/2: Martin Brundle (GB)
27th in qualifying, forfeited race
4. TYRRELL RACING ORGANIZATION / TYRRELL-COSWORTH 012/5: Stefan Bellof (D)
17th in qualifying, DNF in race
T. TYRRELL RACING ORGANIZATION / TYRRELL-COSWORTH 012/1

Bellof has a new tub at his disposal, 012/5, which replaces 012/4, damaged on Saturday afternoon in Detroit. The three cars have steel brake discs with single Lockheed calipers, and as is customary the discs are inboard at the rear.
Three elements make up the central portion of the wing and there are two elements for each of the side winglets.
On Friday morning, Bellof tested a long fairing at the rear, similar to that on the Renault, which encompassed the gearbox, had the exhaust running through it and ended just at the upper edge of the wing. He kept it for the first qualifying session, in which Brundle had a violent accident at Turn 8 in the third minute.
The tub of his 012/2 was completely destroyed (the front end was flattened) and practice was stopped for 28 minutes, which was the time it took to clear away the debris. Subsequent X-rays were most discouraging for the British driver, both of his feet having been damaged in the crash. Two small bones in the left foot were cracked and his right ankle was fractured, the latter injury being likely to keep him away from competition for several weeks.
On Saturday, Bellof was the lone representative of the Tyrrell team. He had the modified lower rear fairings removed and used a totally conventional 012/5 for the qualifying session.
Engine: Cosworth DFY 3000cc normally aspirated V8.
Tyres: Goodyear.

MC-LAREN-TAG

7. MARLBORO MCLAREN INTERNATIONAL / MCLAREN-TAG MP4-2/2: Alain Prost (F)
7th in qualifying, DNF in race
8. MARLBORO MCLAREN INTERNATIONAL / MCLAREN-TAG MP4-2/1: Niki Lauda (A)
5th in qualifying, DNF in race
T. MARLBORO MCLAREN INTERNATIONAL / MCLAREN-TAG MP4-2/3

The MP4-2's are equipped with carbon fibre SEP brake discs with double McLaren calipers. The cars' wings are comprised of three central elements preceded by a forward-mounted one, and three elements for each of the winglets.
On Thursday, Lauda tested carbon fibre scoops for cooling the front brakes, with no success. They were very high and totally covered the inside of the wheels.
On Friday morning, he had an additional small deflector mounted over the upper air ducts which go through the radiators in order to improve his engine cooling. He went off the track at Turn 9, doing some damage to the left front of his car.
For the afternoon qualifying session, he used the spare car, MP4-2/3 and once again went off the track. This time it was at Turn 1 and the damage was to the right rear suspension.
In the morning, Prost had tested with inconclusive results a wing with winglets having only two elements. Saturday, Lauda was back in his usual car whose light damage had easily been repaired.
Engine: TAG PO1 (by Porsche) 1500cc V6 with double KKK turbo.
Tyres: Michelin.

OSELLA-ALFA ROMEO

24. KELEMATA OSELLA SQUADRA CORSE / OSELLA-ALFA ROMEO FA1F/2: Piercarlo Ghinzani (I)
18th in qualifying, 5th in race
T. KELEMATA OSELLA SQUADRA CORSE / OSELLA-ALFA ROMEO FA1F/3

The FA1F's are equipped with steel brake discs with single Brembo calipers. The wing on the car is made up of four central elements and four elements in the winglets. The front drive train is set up with the modified geometry tested at Detroit, using a different pull-rod ratio.
At testing in Zeltweg the week after Dallas the FA1F/4 should make its first appearance. It will be driven by the Austrian Jo Gartner (who drove for the team at Imola) as of the British Grand Prix.
In Dallas on Thursday, FA1F/2 had extractor fairings above the sidepods, in front of the air ducts which go through the radiators; this in order to reduce engine running temperatures. On Saturday, the front bodywork had two extra oval openings cut into it, designed to direct extra air flow towards the driver.
Engine: Alfa Romeo 890T 1500cc V8 with double Avio turbo (KKK type).
Tyres: Pirelli.

RAM-HART

9. SKOAL BANDIT RAM AUTOMOTIVE / RAM-HART 02/1: Philippe Alliot (F)
24th in qualifying, forfeited race
10. SKOAL BANDIT RAM AUTOMOTIVE / RAM-HART 02/2: Jonathan Palmer (GB)
26th in qualifying, DNF in race

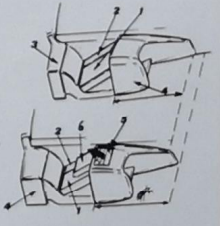
Both cars are using steel brake discs with double Lockheed calipers all around. The main section of the wing is made up of three elements plus one forward-mounted element, and the winglets are made up of two elements.
On 02/1, the anchoring points of the upper wishbones have been moved both at the front and the rear. Brands Hatch might very well be the venue, in spite of several contradictory rumours, of a totally modified car.
Friday morning, Alliot hit the wall at Turn 6, tearing off a brake hose, then hit the wall in Turn 7 head-on, damaging the front of his tub and tearing off two right wheels. Upon closer examination, the car unfortunately proved to be irreparable because the anchoring points of the front suspension had been torn away. With no back-up car, Alliot was forced to declare a forfeit for the race.
Palmer, who had become the lone representative of John Macdonald's team, broke a turbo on Saturday morning and then stalled on the track in the afternoon, the victim of electrical problems.
Engine: Hart 415T 1500cc 4 cylinders in line with single Holset turbo.
Tyres: Pirelli.

RENAULT SPORT

15. RENAULT-ELF / RENAULT RE 50/07: Patrick Tambay (F)
10th in qualifying, DNF in race
16. RENAULT-ELF / RENAULT RE 50/03: Derek Warwick (GB)
3rd in qualifying, DNF in race
T. RENAULT-ELF / RENAULT RE 50/02

All three French cars are using steel brake discs with single Brembo calipers. Their rear wing is made up of three elements in the centre and two elements in each of the winglets.
Both RE 50/03 and 07 are equipped with oversized air-to-air intercoolers, and in addition have an extra oil radiator mounted in the sidepods, on top of the normal radiators. The purpose of this modification is to keep engine running temperatures down as much as possible. It has meant changing the sidepods somewhat: they are now more cut away at their upper "open" end and can be equipped with three extraction ducts. They are also 10 cms longer at the front.
Renault are using a new type of engine here in Dallas, with different rocker arms and pistons and a revised injection setting, all in hopes of further reducing fuel consumption.
On Friday, the long, carbon fibre fairing at the back of RE 50/03 and 07 looked somewhat different: the vertical pieces had been lopped off on both left and right sides, although they can be replaced by a 9 bolt fastening system if need be. In the morning, Tambay tested a new elongated nose with stationary wing permitting adjustments to the flaps only. Finding that set-up a satisfactory one, he kept it for the afternoon session and it was adopted by Warwick the next morning.
Saturday, both cars kept their cut-away fairings and used one large air extraction duct on the modified portion of the sidepods. During the final qualifying session, Warwick was one of only three drivers to better his previous day's time.
On Sunday, both drivers were at the start with the narrow nose sections.
Engine: Renault EF4 1500cc V6 with double Garrett turbo.

Tyres: Michelin.



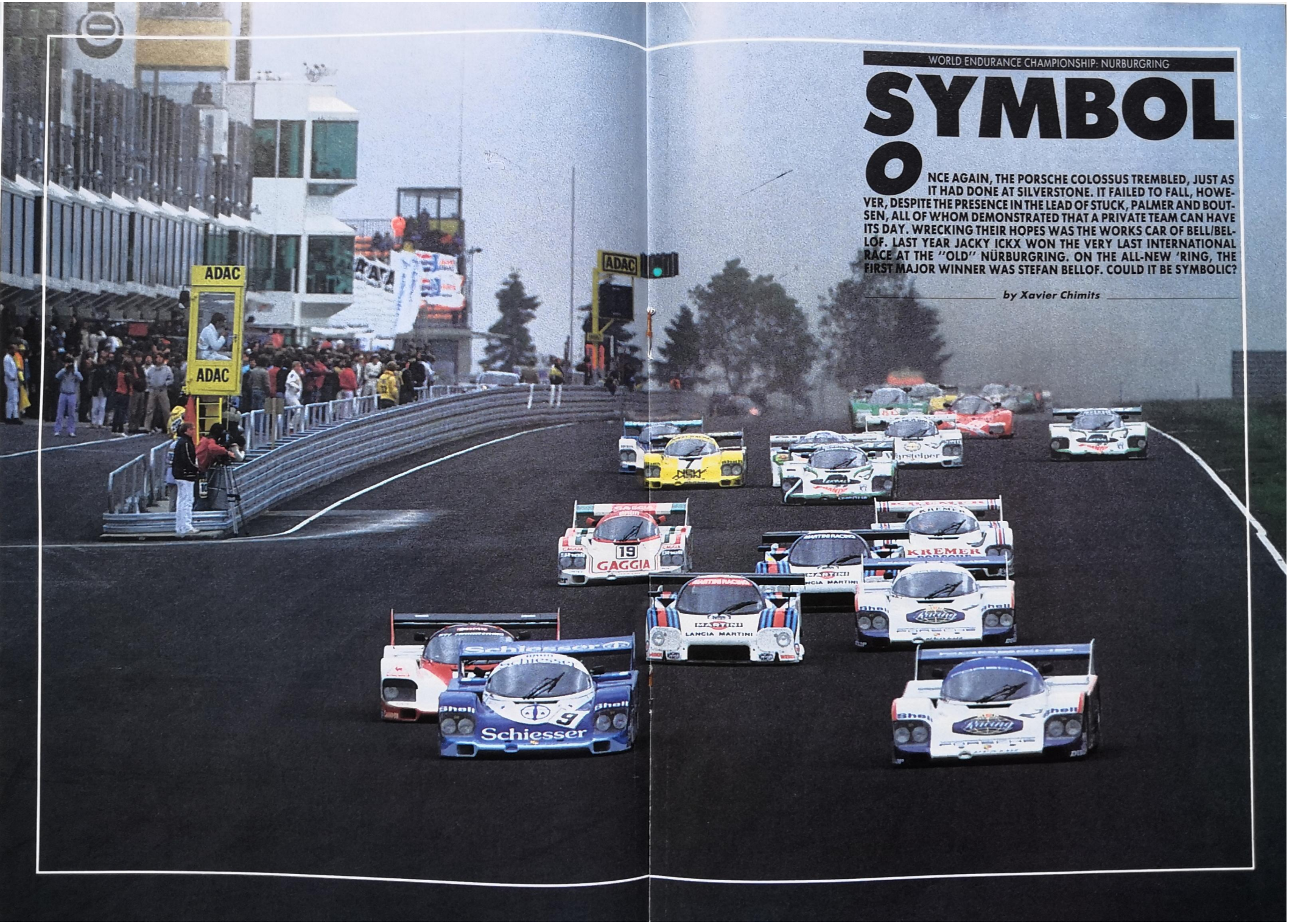
RENAULT SPORT
At the top, the "classic" sidepods of the spare RE 50/02 and at the bottom the "Dallas" sidepods of the RE 50/03 and 07. Their common points are the water radiator (1) and the oil radiator (2). In (3) one sees the turbocharging system's air/water intercooler, in (4) the air/air oversized intercooler first seen at Zolder on the turbocharging system, in (6) the additional oil radiator mounted atop the traditional elements, in (5) the extra cutaway designed to extract the hot air, which is fitted either with three small louvers or with a large-sized deflector, and in (4) the difference in lengths of the two types of sidepods, calculated to be 10 cms.

WORLD ENDURANCE CHAMPIONSHIP: NURBURGRING

SYMBOL

ONCE AGAIN, THE PORSCHE COLOSSUS TREMBLED, JUST AS IT HAD DONE AT SILVERSTONE. IT FAILED TO FALL, HOWEVER, DESPITE THE PRESENCE IN THE LEAD OF STUCK, PALMER AND BOUTSEN, ALL OF WHOM DEMONSTRATED THAT A PRIVATE TEAM CAN HAVE ITS DAY. WRECKING THEIR HOPES WAS THE WORKS CAR OF BELL/BELLOF. LAST YEAR JACKY ICKX WON THE VERY LAST INTERNATIONAL RACE AT THE "OLD" NÜRBURGRING. ON THE ALL-NEW 'RING, THE FIRST MAJOR WINNER WAS STEFAN BELLOF. COULD IT BE SYMBOLIC?

by Xavier Chimits



Come to the Nürburgring in July to enjoy the weather. The thermometer refuses to creep over the ten degree mark, there's a solid, penetrating cold rain, and the circuit is continually battered by the wind. The Eifel region, splendid to look at and famous throughout the world for its thermal springs, is definitely out of favour with the gods of the weather.

We're not complaining. Last year, admittedly in May, it was even worse. We wish a sincere stroke of good fortune to the Formula 1 stars who'll be coming here to find their way around the new 'Ring in October. Provided the meteorological conditions allow, they will find that it's a circuit which doesn't disappoint them. It's not so much a circuit in the conventional sense of the word as a motorsports stadium, an eruption of concrete in the midst of all that mountain greenery.

At the Nürburgring the toll you pay for nostalgia is 12 marks, which is the price you pay for a lap of the dear old "Sudschleife". Spare a tear for the finest racing circuit that ever was built. In comparison, the new circuit doesn't have so much to offer. We'll bet that an over-used word from the journalists is going to be *"Wunderbar"* or some such, but that's not the whole story. At a time when concrete jungles are de rigeur in Detroit and Dallas, the new 'Ring represents a minor concession to the evolution of our sport.

It remains to be seen how anxious spectators are to answer the call of the promoters. Officially the attendance for the 1000 kms was 25,000. We thought it looked about half that number. The sight of the huge half-empty grandstands all around the circuit did nothing to warm the atmosphere.

Fortunately the ADAC (organizing club) had not tried to spare the purse-strings in its bid to organize a world championship race worthy of the name. There was a Zakspeed, Ayrton Senna in a Joest 956, Danner in the Canon, Winkelhock/Surer teamed together in a virgin 956 which carried nothing more than a discreet ADAC sticker (very chic), and Hans-Joachim Stuck himself. His principle contract, which as always is with BMW, is a terrible irritant to his entrant Walter Brun, and allows him very few opportunities to race a Porsche in Group C. From what we saw at the 'Ring, that was deeply regrettable.

Bellof could only hold off his lanky compatriot for three laps. Not without first having tried to intimidate him with a door-to-door paint-scraping moment as they ground their way around the right-hand sweeper at the far end of the circuit. The great white hope for the future of German motorsport, grappling it out with the man who, logically, should have been his predecessor. It was a great opportunity to see the two of them engaged in the ultimate grudge match.

Stuck resisted the bait so shabbily hung out for him: *"No, I didn't feel any particular pleasure in passing Stefan. Except that it put me into the lead of a world championship race, and that's something that hasn't happened to me in a long time. Anyway, there wasn't anything particularly wonderful about the move. His Porsche was understeering very badly..."* Nothing wonderful? That self-judgment definitely went against the consensus of opinion among his fellow-drivers, most of whom hold Stuck in the sort of respect which doesn't happen by sheer good luck. His team-mate Harald Grohs, handicapped admittedly by a loose seat, was unable to keep the Brun Porsche in the lead. Stuck took over again at the very moment when the storm which had been threatening since the start chose to burst over the new circuit.

Almost immediately Strietzel was back in the pits, the Porsche now in a pitiful state. *"It's completely my fault,"* he confessed as he rubbed his left knee. *"I was following Palmer up the hill. He moved left. I saw the gap on the right so I went for it. There was a green car going incredibly slowly, probably only 50 mph. Me? Oh, I must have been doing around 130. And with all that water being thrown about I couldn't see a thing."*

A private Porsche 956 (Lammers/Palmer/Danner) precedes here a works car (Bell/Bellof). A photo which is as familiar as the final outcome: the official drivers always end up winning, even if they only just make it... (Photo Stéphane Compoint/DPPI).

THE PREVIOUS DAY HOBBS HAD TOLD US ABOUT WINNING HIS CLASS AT THE NÜRBURGRING. BACK IN 1961...

The Porsche's nose had been punctured by the gearbox of the green backmarker (Facetti's Alba), the screen was smashed and the pedal-box all bent out of shape. Stuck had been lucky: *"Six inches further left and I would have had a broken leg."*

The Brun car's astonishing start caught the works Porsche people completely by surprise. But it enabled them to trot out the old argument, for example, *"It shows that there aren't any significant differences between the works cars and the ones we sell to private customers."* Nevertheless, it was strange. Teams like Joest, Fitzpatrick and above all Lloyd had sweated blood to modify suspension parts or underbody profiles on their 956s. Yet Walter Brun, who apparently does not worry about such details, had a Porsche at the 'Ring which could run circles around all the others...

At first sight, the rain might have been thought to favour the set-up of the Canon 956. But the Richard Lloyd crew lost a lap during a planned pit stop trying to remove a prematurely worn brake pad which had got stuck. Danner then took his turn behind the wheel of the red and white Porsche just as the rain redoubled its violence.

In these conditions the young German driver, wearing his silver earring as usual, had no hope of achieving a miracle in his first-ever Group C outing. There was no way that the Lloyd 956 was going to make up thatsort of lost time.

In fact, four drivers were really outstanding in the rain: Jacky Ickx (who was also to lose a lot of time with a stuck brake pad); Patrese; Boutsen; and Larrauri. The latter, who is not known for idling, had shunted the back of the Edwards 962 as he came up to lap it. The mistake cost him three laps in the pits, but he was to make up most of it again.

It was entirely due to the efforts of the talented little Argentine guy with the salt and pepper hair whose ability has been suggesting for the past two years that he is the natural successor to Carlos Reutemann.

The fastest Lancia, the Wollek/Patrese entry, spent a long time in its pit having an ignition problem sorted out. Patrese was then switched to the second LC2, which never sounded quite right in the engine department, while Barilla was brought in to share with Wollek. In spite of Patrese's brilliance in the rain, the Lancias never looked as though they could loosen the grip which the Porsches held over the race. Since Monza, Silverstone and Le Mans, they seem to have lost something vital which has made them less than competitive, a set-back which does not bode well for a championship in which they will only occasionally take part between now and the end of the season. And they only just managed to avoid disaster when the number 4 car burst into flames after fuel was spilled on to an exhaust pipe during the course of a scheduled stop. The flames reached worrying proportions before they were brought under control with the help of extinguishers.

Thierry Boutsen and David Hobbs had to use all their considerable powers of persuasion to get John Fitzpatrick to discard the Yokohama tyres — evidently no match for the rival Dunlops — on their "Bandit" during practice. For proof, look no further than Boutsen's qualifying time compared with the works cars. It was on Saturday evening that a way out was found, with Fitzpatrick taking advantage of the presence of Goodyear (who had come to oversee the Zakspeed operation) to renew an acquaintance with the American product which had been especially fruitful for him at Brands Hatch last year.

From that point onwards, after a prudent first few laps, the Boutsen/Hobbs No 33 consistently reeled in the leaders, until eventually Boutsen took advantage of the conditions to put their "Bandit" into the lead.

By the fourth hour the track was beginning to dry out again, but Fitz's star crew still seemed well able to hold off the challenge from the works Bell/Bellof car. Then their lead was reduced to nothing following a starter motor failure as the car prepared to leave the pits after a refuelling stop. Ten laps from the end Boutsen was forced to come in and hand over to Hobbs: the Belgian had completed the maximum permitted number of laps. When Hobbs left again he had only a few seconds advantage over Bellof, and the Skoal Bandit, in trouble with skittery brakes, was easy prey for Bellof, who picked off "Hobbo" to go into the lead with five laps to go. Only the day before had the tall Englishman been telling us about his first Nürburgring success, way back in 1961, when he had won his class with his father's Mechamatic Lotus Elite...

Not for nothing had the German spectators braved the wind, the rain and the cold. Bellof, their local idol, had won — and doubtless he'll do it again one day in F1. In those massive grandstands, not one of the 120,000 seats will be empty. Perhaps, we can't help thinking, that's the reason why they spent all that money on rebuilding the place... □

THE NEW RING

FOR 12 MARKS THE OLD NÜRBURGRING IS ANYONE'S. YOU CAN DRIVE AROUND IT IN A BUS OR ON A BIKE. SO NO-ONE WAS SURPRISED WHEN A HANDFUL of drivers it had once frightened and exhilerated sneaked off after practice, paid their money and gave it a nostalgic whirl in their Avis and Hertz chariots.

"I used to get paid for doing this," muttered Derek Bell, fumbling for change. The ticket collector watched a puff of smoke from the exhaust of the disappearing Englishman and shouted an afterthought: *"Watch the curves!"*

The new Ring is considerably more expensive — 80 million Marks, in fact. But how well the money has been spent depends on who you listen to. There were plenty of drivers who said it was *"just great"* or *"excellent"* or *"fabulous."* You could run a gauntlet of superlatives. But there were more dissenting voices, undoubtedly because this circuit was certainly not built with endurance racing in mind. They want the German Grand Prix back at what they regard as its rightful home.

Some drivers spoke guardedly of a mistake or two in the layout and a few — only a very few — were almost aggressive in their disappointment. But the general feeling was one of complete indifference. Hans Stuck, the old Ring and rain master, was less verbose in public than he had been privately but he said: *"You needed a big heart to drive on the old Ring. Here you just need to be fit. I'd like to see a few more interesting corners."* Then he went out and crashed.

Bell, whose regard for the twisting 22 kms borders on veneration, said: *"It was probably the greatest circuit in the world. They have turned this one into completely the opposite of everything the old one meant. It's terribly, terribly sad. It seems as if someone has taken a coin and used it to draw the corners. They haven't thought 'Let's design it so that the cars come out of the corners really fast.' The Veedol Chicane is more of an S than a chicane and you can't see it as you go into it. Eventually, you get to know it but you can become disorientated when you're overtaking another car. The trouble is that they haven't put up any 300, 200 or 100 metre boards, so you have no reference points. There are actually two uphill bends where you can't see the second half of the corner. You aim for it and hope. It makes your driving very ragged."*

Ayrton Senna, who shared the New Man Joest Racing Porsche, said: *"The corners are too high. It's not an easy track. If you make a mistake going into one corner you will make two for sure, because the corners are so close."*

The new Ring is being presented with enormous pride by the management, like a new boy at school — all polished shoes and words, excrutiatingly eager to impress. *"The old ring is history,"* said an official dismissively, forgetting surely that many of motor racing's aficionados (and enough of its participants), regard the past with perhaps greater enthusiasm than the present.

There had been unofficial requests to the Press not to make comparisons — tantamount to an invitation to do so. But the circuits really are beyond comparison, sharing nothing more than proximity. The old, for much of its tortuous length, is a roller coaster ride packed with thrills and spills. All the fun of the fair and a few of the nightmares. The late insertion of chicanes on the straights might have slowed the cars but not the adrenalin.

The new Ring, all 4.5 meagre kilometres of it, looks clinically, Germanically, correct — devoid of the romance that permeates the ageing tarmac over the fence. The pits are perfection, the grandstands offer a wide, if somewhat distant, panorama. It fits well. And it will fit Formula 1 like a glove. It was ironic perhaps that the first and second cars on Sunday contained two of the oldest and two of the youngest drivers in the business. It made their success on the newest permanent circuit in the world especially satisfying. Bellof drove for nearly four hours in the winning car; Boutsen piloted the Skoal Bandit Porsche for a similar period. These combinations work well. For endurance racing increasingly belongs to the young bloods and the old hands. Those in the middle years find themselves somewhat bewildered in a kind of no man's land. Bellof, Boutsen, Senna and their ilk have the appetite of hungry fighters. The 'elderly' balance skill and experience against the sea anchor of age. And significantly, few of the young had any real opinions on the merits (or otherwise) of the track, offering only the mumblings of indifference.

"It's OK."

"I like it."

"It's pretty good."

"It's a damned sight better than Dallas." David Hobbs, Boutsen's partner in the Skoal Bandit Porsche, was more forthcoming. *"It is sterile, featureless and characterless. In a few years when trees grow around it, there will be better reference points, but basically the builders have tried to cater for the crowd. It might take 30 years before this place picks up some character."*

But there was unanimous approval of it's safety aspects. With 14 curves and bends, there is little potential for startling speed, although the computer that predicted the likely fastest lap got it totally wrong. Bellof, in the Rothmans Porsche, beat it by seven seconds.

That same computer might well have designed one corner, liked it and laid down a few more of the same. At least five of the bends threaten drivers with déjà vu, identical as they are in line and degree. Certainly, the intermittent rain never settled into puddles and most shunts were caused only by the heavy traffic that is inevitable in endurance racing. There is nothing really wrong with the new Ring.

But, whether the managers like it or not, it will always suffer enormously by comparison with the old which sits next door, the plaything of the public. The new will never share its magic nor, hopefully, its shadow of death that used to hang threateningly, like the heavy clouds over the Eifel Mountains. Nürburgring, rather sadly, has become just another race track.

Ian Bain

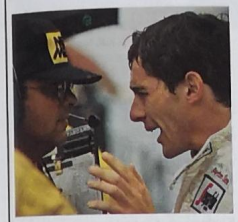
A circuit like any other...

PORSCHE

1. ROTHMANS PORSCHE TEAM / PORSCHE 956-010: Jacky Ickx (B) / Jochen Mass (D)
4th in qualifying, 7th in race

2. ROTHMANS PORSCHE TEAM / PORSCHE 956-009: Derek Bell (GB) / Stefan Bellof (D)
1st in qualifying, 1st in race

7. NEW MAN JOEST RACING /



PORSCHE 956-104: Henri Pescarolo (F) / Stefan Johansson (S) / Ayrton Senna (BR)
9th in qualifying, 8th in race

9. BRUN MOTORSPORT / PORSCHE 956-116: Hans Stuck (D) / Harald Grohs (D)
2nd in qualifying, DNF in race

10. PORSCHE KREMER RACING / PORSCHE 956-115: Manfred Winkelhock / Marc Surer (CH)
8th in qualifying, 5th in race

12. SCHORNSTEIN RACING TEAM / PORSCHE 956-105: "John Winter" (D) / Dieter Schornstein (D) / Volkert Merl (D)
17th in qualifying, 10th in race

14. GTI ENGINEERING / PORSCHE 956-106: Jonathan Palmer (GB) / Jan Lammers (NL) / Christian Danner (D)
3rd in qualifying, 4th in race

18. OBERMEIER RACING / PORSCHE 956-109: Jürgen Lässig (D) / David Sutherland (GB) / Mike Thackwell (NZ)
14th in qualifying, 21st in race

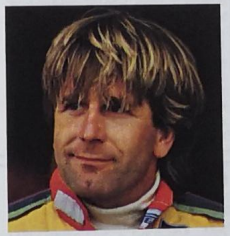
19. TEAM GAGGIA PORSCHE / PORSCHE 956-111: Massimo Sigala (I) / Oscar Larrauri (RA)
7th in qualifying, 6th in race

20. BRUN MOTORSPORT / PORSCHE 956-101: Walter Brun (CH) / Leopold Von Bayern (D)
12th in qualifying, 9th in race

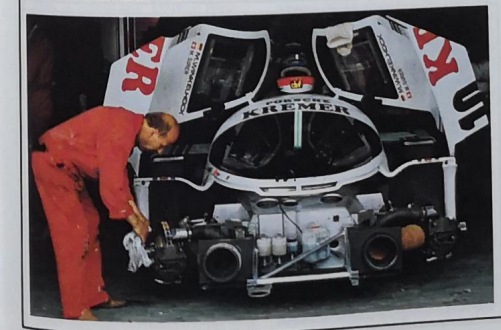
33. SKOAL BANDIT PORSCHE TEAM / PORSCHE 956-114: David Hobbs (GB) / Thierry Boutsen (B)
10th in qualifying, 2nd in race

55. SKOAL BANDIT PORSCHE TEAM / PORSCHE 962-105: Guy Edwards (GB) / Rupert Keegan (GB)
13th in qualifying, 11th in race

There were twelve Porsche 956s and a 962 entered at Nürburgring, as against 14 956s and two 962s at Le Mans. Those absent were the John Fitzpatrick 956-101 driven by Brock / Perkins at Le Mans; Preston Henn's 962-103, away fighting other wars in IMSA; another Preston Henn entry, the 956-103 which was raced to second place by Rondeau / John Paul Jr at Le Mans; the winning Joest Racing 956-117 from Le Mans; and Charles Ivey Racing's 956-11D, whose owner Paul Vestey might be entering it for its last race in Australia, his adopted homeland.



Franz Konrad put in a few laps with John Fitzpatrick's 956, which he will be using for the German championship. However he hasn't found enough backing as yet to race. Those present again included the two works Porsches, winners at the first two WEC rounds at the beginning of the season. However, Roland Kussmaul, the engineer and tester for the factory, has reduced the usual 004 spare car to a mass of tangled metal at Weissach. There were two 004 spare cars present. There were no modifications made to the official 956s, apart from a new setting to the electronic ignition system which might well have been the reason for all the blown engines at Monza and Silverstone.



Jacky Ickx tested an unsynchronized Porsche gearbox on Saturday. It was first seen last year at Norisring, and he has tested it both at Ricard and Weissach this year. According to him, this type of gearbox facilitates the transfer of the power coming from the flat six-cylinder 2649cc Porsche engine, with twin KKK turbo assembled on the Fitzpatrick 956 and 962. Porsche will not be taking part in the Brands Hatch 1,000 km (European championship).

Bellof will be competing in a Brun 956, and Bell will be driving a 963 at an IMSA race the same weekend, while Ickx and Mass might well be racing in England in a private 956 (Lloyd and Joest have also been mentioned), so as to ensure the title is theirs.

The No 7 Joest Porsche is in fact a 1983 model, driven by Johansson / Schlesser / de Narvaez at Le Mans. The winning 24 hours car hadn't been repainted in New Man's colours since Norisring where it was raced by Jochen Mass sporting Blaupunkt livery. Ludwig had been recruited by Zakspeed, which meant that Henri Pescarolo was teamed up with Stefan Johansson, and a newcomer to endurance, Ayrton Senna himself. He had been invited by the organizers following his victory in the Mercedes trophy, the race which inaugurated the new circuit in May this year.

The two Joest Porsches (Nos 7 and 12) have still not been fitted with electronic ignition, nor for that matter has the Boss 956 driven by Jurgen Laessig. When George Fouche withdrew his entry, Laessig called in David Sutherland and F2 European Champion designate Mike Thackwell, who was making his debut in Group C racing. The long, lanky rich Swiss who goes by the name of Walter Brun (and who had the most horrific shunt at Nürburgring last year in the Sehcar he was driving) brought two cars. His 956-116 was driven by Stuck and Grohs, the latter having achieved fastest lap at the Norisring "Money Race" at the wheel of a Boss 956, a fortnight earlier; and Larrauri / Sigala's Gaggia.

These two men have high ambitions for next year for they are hoping with the backing of a coffee machine manufacturer, Gaggia, to compete in both Group C and IMSA races with two different cars.

Continuing with the familiar story of the workman with bad tools, Walter Brun had to hire out his 956-101 (driven by Needell / Sutherland / Schuppan at Le Mans) to the Kremer brothers. The Kremers had entered their new 956-115, as raced at Le Mans by Jones / Schuppan / Jarier. They had contracted a prestigious team: Manfred Winkelhock, the "Money Race" winner at Norisring and

Marc Surer. In compliance with Canon Germany's wishes, Richard Lloyd had asked F2 driver Christian Danner to team up with Palmer and Lammers at the wheel of their 956. Designer Nigel Stroud had made some changes to the front suspension settings and to the lower bodywork.

The second GTI Engineering car was acting as camera car, as at Le Mans, where it was crashed by Bellof. This time Vern Schuppan was driving. John Fitzpatrick had entered his 956 and his 962 with a 956 engine. The only difference is that the wheel base is fourteen centimetres longer so that the foot pedal behind the front wheel axle complies with IMSA rules. The usual drivers were entered for the race. John admitted to having made several changes to his cars since Le Mans but would not reveal more. Keegan shunted during the rainy practice session on Saturday afternoon and damaged the front sub-frame on his 962. The Porsche 956s have had ballast added to them in order to tip the scales at the minimum weight limit of 850 kilos. They are all on Dunlop rubber with the exception of the Skoal Bandits which are using Yokohama tyres.

Fitzpatrick gave in to Boutsen and Hobbs' requests on Saturday evening, and agreed to to fit Goodyears for the race on the 962, No 33. The No 55 962 stuck to its Yokohamas. The second place obtained by the Boutsen / Hobbs tandem has undoubtedly something to do with having changed suppliers.

LANCIA

4. MARTINI RACING / LANCIA LC2-003: Riccardo Patrese (I) / Bob Wollek (F).
5th in qualifying 12th in race.
5. MARTINI RACING / LANCIA LC2-006: Alessandro Nannini (I) / Paolo Barilla (I)
6th in practice, 3rd in race.

Without a win in WEC for two years, but at least encouraged by the performance at Le Mans before gearbox problems ruined their dreams, Lancia came to Nürburgring with renewed optimism. It didn't last long. During the first practice session Wollek suffered bad understeering problems while Barilla and Nannini were uncomfortably slow. Team boss Cesare Fiorio opted to concentrate on the second session, but the weather closed in during the afternoon and the

times were well out. The two cars are powered by the larger 3-litre Ferrari engines that were so successful in France: Lancia will run with these for the rest of the season. The V8s, with twin KKK turbos, produce about 670 bhp in 1,000 km race conditions. The gearbox, an infuriating Achilles heel, is being sorted out. Studies on a new all-Abarth box are nearly complete and it should be installed by September. Since Le Mans, a considerable amount of work has been done on the five-speed transmission. They found in Le Mans that first and fifth gears had insufficient range, so bigger gears with smaller teeth have been slotted in and the resistance of the shaft has been increased. Another modification is the air intake for the brakes and turbo which has been enlarged to provide more cooling. The 003 chassis was the second car at Le Mans and the 006 is the Jolly Club racer. Both cars were on Dunlops: Wollek, the former Porsche driver, has fitted well into the Lancia team and despite what amounts to a game of musical with innumerable driver changes, a more settled period is in sight. The Alsatian's partner, Riccardo Patrese, had Formula I obligations at the time of Le Mans. Nannini had driven quite brilliantly in Le Mans and at the Ring he was partnered by Barilla, another Formula 2. There are still many questions to be answered about the future of Lancia, particularly Cesare Fiorio, motor sport's master politician, who appears to be moving closer to Ferrari. Legend has it that he made a bid for supreme power 18 months ago and had his wrist slapped then, but is now ready for another attempt. Confusing the issue are rumours of a new Group B car on the drawing board, but whether it is for endurance racing or rallying is anyone's guess.

LOTEC

38. MOTORSPORTS CLUB ROSENHEIM / LOTEC C 302: Martin Wagenstetter (D) / Kurt Hild (D).
36th in qualifying, DNF in race.

Now that the Lotec boss Kurt Lotterschmidt has quit after the last change of WEC rules, the clubmen of Rosenheim took the car to Nürburgring and didn't make it in time for the first official practice. But they squeezed in during the afternoon session and started the race at the rear of the grid. The car, developed from an F2 monocoque and powered by a 3.5 BMW engine producing not much more than 450 bhp, relies on dependability rather than speed but here it departed the scene on the 27th lap.

KREMER-PORSCHE

11. KREMER RACING / KREMER CK5-PORSCHE: Kees Krosemeijer (NL) / George Fouche (ZA)
20th in qualifying, 15th in race

The South African driver George Fouche, a curious mixture of baby face and burly body, insists on wearing a small teddy bear attached to the zip fastener of his overalls. He was not at all happy aboat at his Le Mans experience, when a wheel parted company from his Boss 956 at full chat down Mulsanne. Thus he had switched camps and gone to the Kremer brothers, who offered him a car which is well known to GPI, for it was raced in our colours at Le Mans last year by Warwick / Gaillard / Jelinski. The CK5 was designed and built by the Kremers at a time when it seemed unlikely that Porsche would be selling copies of the 956 to privateers, and it was intended primarily for Le Mans. As a result, it has considerably less downforce than a normal 956, although it has a full 3-litre version of the flat-six Porsche engine, using twin KKK turbochargers. It produces 700 horsepower.
First seen at Le Mans in 1982, only two CK5s have ever been built: the first is now in the hands of British entrant Richard Cleare, who raced it at Monza last year. Cleare is still trying to adapt a Hewland gearbox to his model, which accounts for its repeated non-starts this year. The CK5 weighs in at a competitive 870 kilos, and is fitted with Goodyear tyres. Fouche last raced it at Kyalami in '83, and he will make another appearance with his Dutch co-driver at Brands Hatch later this month.

CEEKAR

88. ARTHUR HOUGH PRESSINGSARK RACING / CEEKAR-FORD 831J: Max Payne (GB) / Chris Ashmore (GB).
37th in qualifying, 27th in race.

The car's second appearance of the season after an inauspicious debut at Silverstone where a wrongly-machined wheel forced its retirement. This all-British team, based at Willenhall in the West Midlands, had tested thoroughly at the Donington circuit in preparation for Nürburgring. The Derek Matthews-designed car has an aluminium chassis and a rear-mounted 2-litre Ford BDX engine with a Hewland five-speed box. Brakes have modified Girling calipers with ventilated discs. The body is of GRP and carbon fibre with separate aluminium front and rear wings. Clutch problems have been overcome by fitting a large flywheel and new castings have been made for the bellhousing. The new Cosworth cylinder head has different exhaust fittings and there was a last minute panic in getting a suitable exhaust made in time for the journey to Germany. The team, which is sponsored by British Airways and General Provisions Ltd, a firm of bacon packers, for this race and the next at Brands Hatch, admits to being *"desperately short of racing miles,"* although drivers Payne and Ashmore are competent veterans. The car made its first ever appearance in the WEC at Brands in 1981 and the following year the pair took it to Silverstone, Spa and Brands. Tyres are Avon.

FORD ZAKSPEED

48. GWB FORD ZAKSPEED TEAM/ FORD ZAKSPEED: Klaus Ludwig (D) / Klaus Niedzwiedz (D)
11th in qualifying DNF in race.

Life has not been easy lately for Erich Zakowski and the Zakspeed team. On the second lap at Nürburgring Niedzwiedz thumbed a lift back to the pits when the transmission failed in the Ford. Before the start, Zakowski had been singing the praises of the car's consistency with predictions that it might look "pretty good" at the end. But that's motor racing. The car didn't finish at the Norisring either and it has long been troubled by a vibration problem in the Cosworth 3.9-litre engine. It is doubtful now that it will make the trip to

Brands Hatch. The Polish-born team boss had run the works team until Ford pulled out of endurance racing and in Europe he now concentrates mainly on the Interserie sprint championship. Zakspeed's main programme is the IMSA championship in the US where it operates as the official Ford team with a Mustang GTP and Zakowski's own 2.1-turbo engine with a 16-valve cylinder head that is a special Zakspeed development. Subject to the expected rule changes in WEC, the Pole would like to bring that engine to Europe next season. There are also very strong suggestions that he is producing an F1 car which would at least make him a very busy man in 1985. The car at Nürburgring, with its Cosworth DFL, was badly underpowered, developing around 460 bhp. Tyres were Goodyear. Klaus Ludwig, winner of Le Mans in the New Man Joest Porsche, has experienced triumph and disaster. He didn't even get a drive in the race.

RIEGER-FORD

94. SIGI RIEGER / RIEGER-FORD B3: Rolf Gotz (D) / Karl Kirts (D) / Sigi Rieger (D)
27th in qualifying, DNF in race

Constructed by Siegfried Rieger, a garage owner from Stuttgart, the appearance of the new Rieger helped to compensate for the non-appearance at Nürburgring of the URD and the Ecosse in the C2 class. It is a classic wing car, fitted with glassfibre bodywork, which made its debut appearance — also at the new 'Ring — in the Interserie race organized there one month before the 1000 kms. Using the central section of a Kremer CK5 chassis, it weighs in at 720 kilos. Although only the second race in its career, this pink-painted car looks set to stay in the Interserie, handled by Rolf Gotz as its number one driver. Gotz, a former class winner (1981) at the 1000 kms with a 2-litre Chevron, presently lies 4th in the Interserie points. The 3-litre Cosworth DFV engine in the back of the Rieger is prepared by John Blandley: with the C2 fuel economy requirements very much in mind, it produces around 400 horsepower. Gotz managed to qualify the little car quite reasonably in only five laps on Saturday morning before Kirts put it off the road and damaged the front body-mounting frame. This new car is fitted with Avon tyres.

GEBHARDT-BMW & FORD

72. GEBHARDT MOTORSPORT / GEBHARDT 842-BMW: Jan Thoelke (D) / Udo Wagenhausen (D) / Jürgen Weiler (D)
23rd in qualifying, DNF race
73. GEBHARDT MOTORSPORT/ GEBHARDT 84-3 FORD : Frank Jelinski (D)/ Mario Kettener (D)/ Gunther Beghardt (D)
16th in qualifying, 23rd in race.

The Gebhardt brothers' team, based near Heidelberg, is back in the world endurance championship. Fritz and Günther Gebhardt, the former F2 driver, had decided not to race at Le Mans. Instead they competed in the Interserie race and at Norisring. The 842-BMW, seen at Monza, was this time equipped with an ex-Andretti 1978 3-litre Ford-Cosworth DFV 843 engine, prepared by Swindon. The only difference between the 843 and the 842 is that the wheel base is 3 cm longer to accomodate the Cosworth engine, the clutch housing and an oil tank, of the Williams F1 type, a reinforced transmission and a 6-speed FGB Hewland gearbox.
This car was first raced one month ago in the Interserie round organized at the new 'Ring. Frank Jelinski, the usual Gebhardt driver, and Mario Ketterer, who used to race Tojs and BMW 635s, formed the tandem driving here. The Gebhardt 843 weighs in at 760 kilos and its bodywork has been made out of polyester. René Lezard, a men's fashion designer, is the sponsor backing the team. The car should be equipped with an electronic Spiess ignition system for Mosport.
The Gebhardt 842 is just on the weight limit of 700 kilos, 15 kilos of ballast having been added. It is equipped with a 5-speed FT 200 Hewland gearbox used in F2, and it finished 8th at the Norisring "Money Race". Its normally-aspirated BMW engine is prepared by Mansel in Austria. It produces approximately 300 bhp. Jan Thoelke is the son of a German television star and has come from the national F3 championship. Weiler is from the formula Ford 2000 series, while Wagenhauser participated in a few F2 races. The Gebhardts race on Avon rubber.
Jelinski made a superb start to the race at the wheel of the Gebhardt-Ford and built up a substantial cushion before being delayed by electrical problems.

LOLA-MAZDA

67. BF GOODRICH COMPANY / LOLA T616-MAZDA: Jim Busby (USA) / Peter Halsmer (USA)
22nd in qualifying, DNF in race
68. BF GOODRICH COMPANY / LOLA T616-MAZDA: Dieter Quester (A) / Rick Knoop (USA)
26th in qualifying, DNF in race

The rewards of success in Monza and Le Mans will not be long in coming to this British-based American C2 team. But exactly what its "major plans" are remain for the moment locked in the custody of Goodrich. *"Let's just say there are several balls in the air, but things will be happening,"* says team manager Jim Tully. The 700-kilo Lolas might be the lightweights of their class, but what they lack in engine power is made up in staying power and it matters little that they are eternally doomed to the second half of the grid. *"A lot of people have been surprised by our success,"* says Tully, *"but we're not."* Since Le Mans, the engine base has been strengthened and the gearbox has different bearings. In France, the rear wing had been lowered and moved forward, and at Nürburgring, the rear and the front wings have again been slightly repositioned. The cars have a monocoque chassis of aluminium and carbon fibre and the 1308 cc Mazda 13 B rotary engine with two rotors in line develops 300 bhp. Busby and Knopp — partners in the class-winning car at Le Mans — separated here, Busby accompanying Halsmer, and Knoop being aided by the Austrian' Quester. The Americans are more familiar with the IMSA circuit where a third Lola-Mazda has been permanently based. It would be more than odd if the tyres were not BF Goodrich and Tully's claim that the cars can go for more than three hours on one set of radials may not be simply a plug for the people who will decide what the future holds. The plans for the rest of this season, however, include only Fuji.

TIGA-FORD

70. SPICE TIGA RACING / TIGA-FORD GC84: Ray Bellm (GB) / Neil Crang (AUS) / Gordon Spice (GB)
18th in qualifying, 13th in race

Last race in the manager's seat for Mike Collier, who has decided to step down for a while for family reasons. His replacement at Brands Hatch will be Jeff Hazel, whose F1 experiences with Ensign and Williams led to a period as racing manager at Lola Cars before a brief but exciting spell in charge of the now defunct Theodore Indy-car team. Using an ex-Lotus Ford Cosworth DFL prepared by Nicholson, the Tiga was the quickest C2 at Le Mans: the 3.9-litre engine develops 500 horsepower for qualifying but is restricted to 450 bhp under race conditions, in order to meet the fuel restrictions. Using Avon rubber, the Tiga was unchanged since Le Mans. Its main handicap is excessive weight (100 kilos over the C2 minimum of 700 kilos) so Gordon Spice is having new panels made from Kevlar, which could save as much as 35 kilos compared with the present GRP bodywork. It is hoped to have it ready in time for Brands Hatch.
Outpaced at the beginning of the race by both the Gebhardt-Ford and the No 80 Alba-Giannini, the Tiga ran steadily and without drama to claim its first C2 victory.

STHEMO-BMW

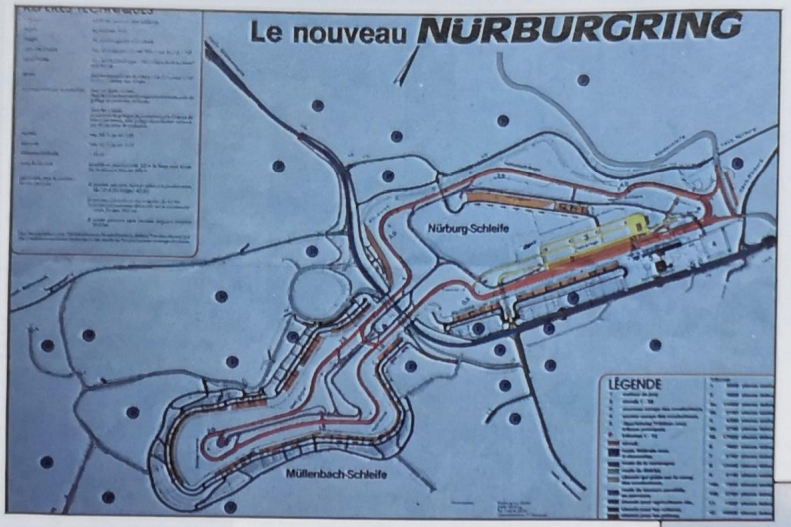
85. HUBERT STRIEBIG / STEMO-BMW: Hubert Striebig (F) / Noel Del Bello (F) / Max Cohen-Olivar (MC)
24th in qualifying, 30th in race

The Sthemo team, based at Wissembourg in Alsace, owes its strange name to three partners (Striebig, Heuclin and Mosinger, the latter a former chief mechanic with the Toj team). Only two of them remain, for Heuclin decided to pull out following their car's unexpectedly early retirement at Le Mans. His replacement behind the wheel of the red C2 entry is Max Cohen-Olivar, Vice-President of the Moroccan motorsports association. Changes to the car since Le Mans include revised gearbox lubrication, larger intakes in the rear bodywork to improve brake cooling and a larger front air-intake. Titanium springs, which Striebig claims are more progressive, have also been fitted. As a result, weight is down to 740 kilos, five less than at Le Mans.
The Sthemo's gullwing doors, which showed a distressing tendency to flip open unexpectedly, have now been replaced by a more conventional type. Designed by Rudi Mosinger in Karlsruhe, the Sthemo is powered by a six-cylinder BMW M1 engine displacing 3498cc. The unit fitted for qualifying had an estimated 485 horsepower, with 450 bhp from the less highly stressed race engine. Striebig is still working on the originally planned powerplant, which is a turbocharged version of the 1308cc Mazda 13B rotary engine. There have been problems with sealing the tips of the rotors, but he hopes to cure them by using Teflon coating.

ALBA-GIANNINI & FORD

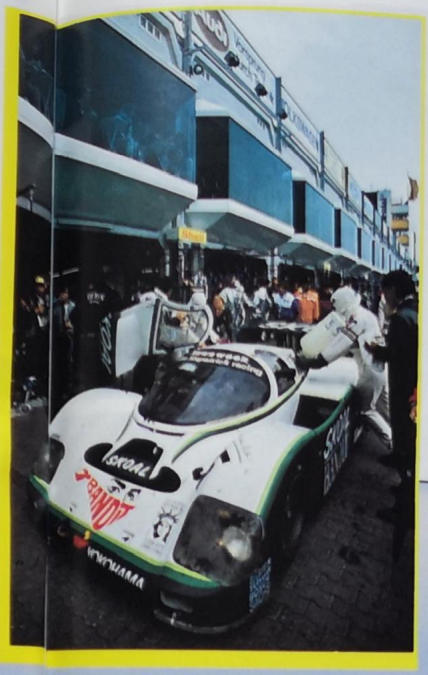
80. JOLLY / ALBA AR2-GIANNINI: Martino Finotto (I) / Carlo Facetti (I)/ Alfredo Sebastini (I)
15th in qualifying, 24th in race
81. JOLLY CLUB / ALBA AR2-GIANNINI: Davide Pavia (I) / Almo Copelli / Guido Dacco (I)
21st in qualifying, DNF race
82. MAURIZIO GELLINI / ALBA AR3-FORD: Maurizio Gellini (I) / Gerardo Vatielli (I) / Pasquale Barberio (I)
19th in qualifying, DNF race

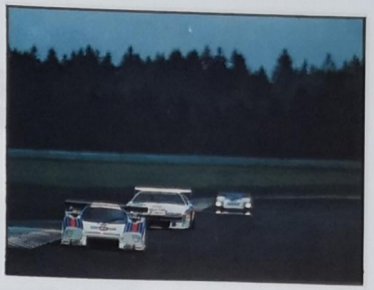
As Dunlop had run out of tyres at Le Mans, engineer Giorgio Stirano, the owner of the two Jolly Club cars, had to sign a contract with Avon for three races to fit the fastest of the Albas, driven by Facetti and Finotto. The Italian drivers are now aided by their compatriot, Sebastini, an F3 hope from the other side of the Alps. The Nos 81 and 82 Albas are still on Dunlop rubber. Alba is the present co-leader with Lola-Mazda of the Group C world championship, and the team also has hopes to enter three cars at Mosport. This means that the AR3 will not be racing at Brands Hatch in order to prepare for the Canadian round. This car is powered by a 3.3 Ford DFL engine, prepared by Osella: it produces 460 bhp. Osella have made an experimental version of the DFL for the Alba, but it only produces 420 bhp and has incredibly low fuel consumption. As this engine hasn't as yet gone through extensive testing, it was not seen during practice. The Jolly Club Albas are engined by a 1840cc 4 cylinder Giannini turbo prepared by CARMA, Facetti and Finotto's firm. It produces 420 bhp and has been fitted with newly designed pistons following the problems encountered by Finotto and Facetti at Le Mans.
The Alba No 81, the oldest of the three models, weighs in at 780 kilos; the No 80 725 kilos, mostly due to the fact titanium has been used for the bolts; and the No 82 with a normally aspirated engine weighs in at 815 kilos. The Albas were designed using the wind tunnel at Pininfarina in Italy; they are extremely fast, with a top speed confirmed at Le Mans as 345 kph on the Mulsanne straight by the No 80.
There were two retirements out of the three cars during the race, one of them managed to cross the finish line after having lost a lot of time. The Albas, though quick, have been having reliability problems since the beginning of the season.



STADIUM

Yes, we know all about the old Nürburgring. It was majestic, unique, incomparable, inimitable, the one and only, etc... But it is no more for international racing, because motorsport has progressed and we're told that the drivers are better able to judge the dangers of a circuit than mere journalists sitting behind their typewriters. Thus it is that the local and federal authorities have combined to release the purse strings so that this particular corner of the Eifel mountains can have the most modern racing circuit in the entire world. The grass hasn't yet poked its way through the soil, the concrete is all a bit depressing, but just wait until those grandstands fill with a capacity crowd of 120,000. That shouldn't be long in happening, and the circuit will take on a completely different face from the one which it showed in the 1000 kms. Nonetheless, a handful of nostalgic campers pitched their tents alongside the old circuit, almost as if nothing had changed. We sympathize with them. Photos: Stéphane Compoint/DPPI.

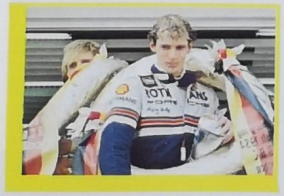




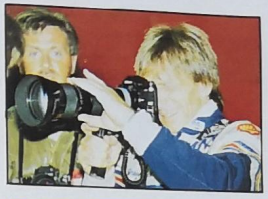
BELL/BELLOF

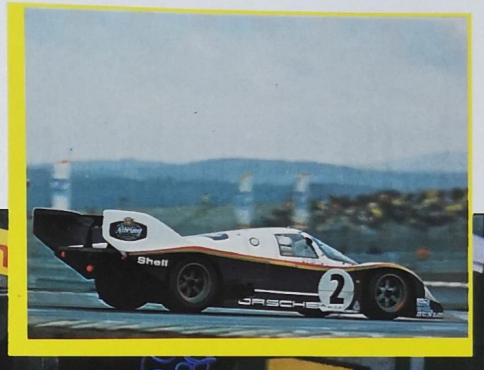
The two names make a nice phonetic chime — and on the track they also happen to go like the clappers! The men in the No 2 Porsche 956

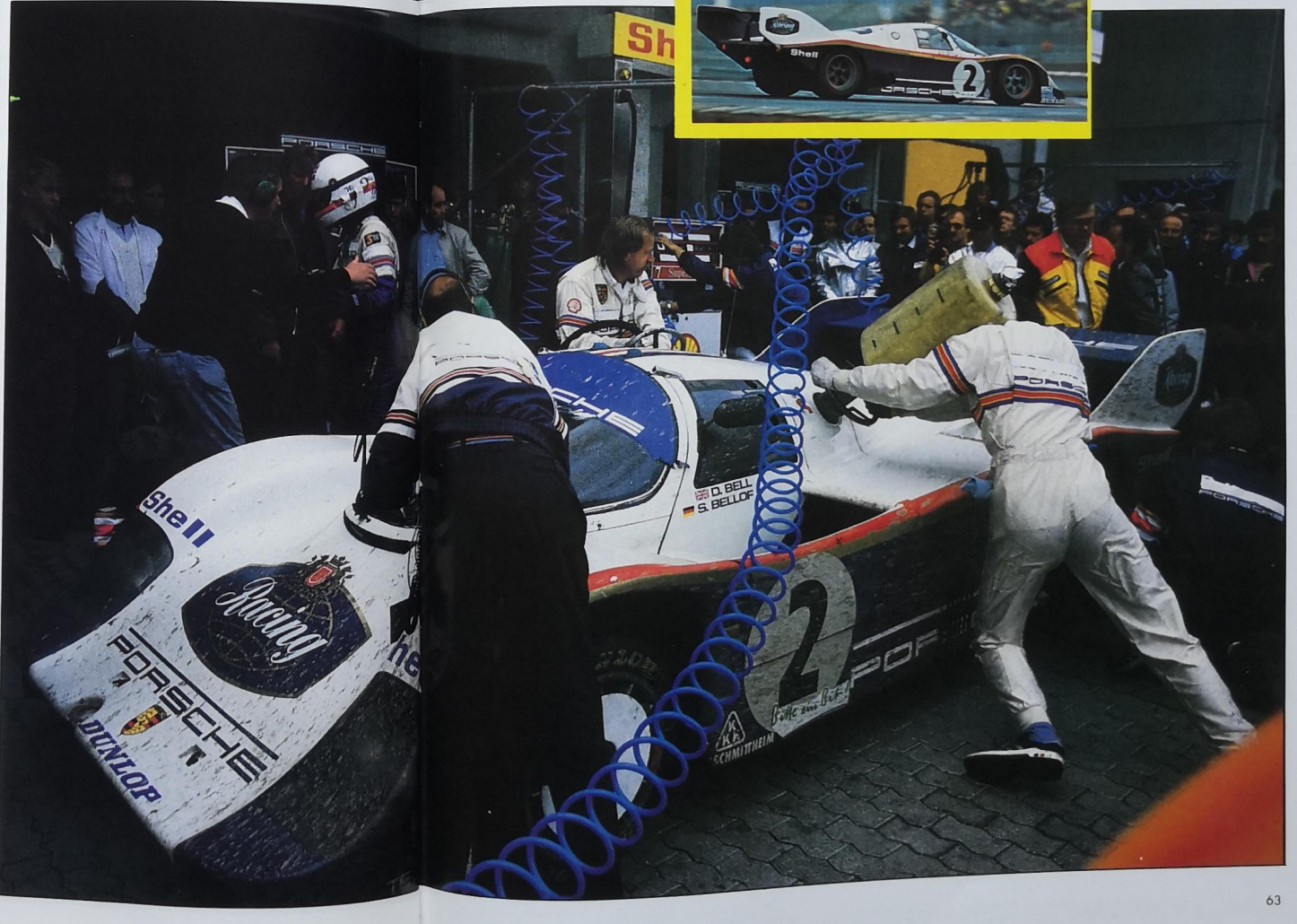
have little to fear from their rivals, for theirs is a perfect combination of experience and youthful enthusiasm. In spite of their team's withdrawal from Le Mans they now have two wins from four races and Porsche is well ahead in the world championship. But Derek Bell has two championships to chase: IMSA and Group C. He will not be available for Brands Hatch. It will be the perfect opportunity for his young team-mate to pull out some points in the drivers' title-chase. At the Nürburgring, with a Porsche that wasn't always working perfectly, they had a little trouble in seeing off such crews as Stuck/Grohs, Palmer/Lammers/Danner, Boutsen/Hobbs and even team-mates Ickx/Mass. So, instead



of risking a charge, they waited their opportunity. With five laps to go, the knell sounded for them. Perfect timing... Photos: Stéphane Compoint/DPPI.







Stuck/Grohs, Kremer Porsche 956 No 9. (Stéphane Compoint/DPPI)

OVERTAKING BACKMARKERS IS ONE OF THE TRICKIEST AND MOST DANGEROUS MANOEUVRES.

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Patrese/Wollek, Lancia LC2 No 4. (Stéphane Compoint/DPPI)

BAD NEWS FOR GROUP C'S FUTURE: THE LANCIAS WERE NO MATCH FOR PORSCHE AT THE 'RING.

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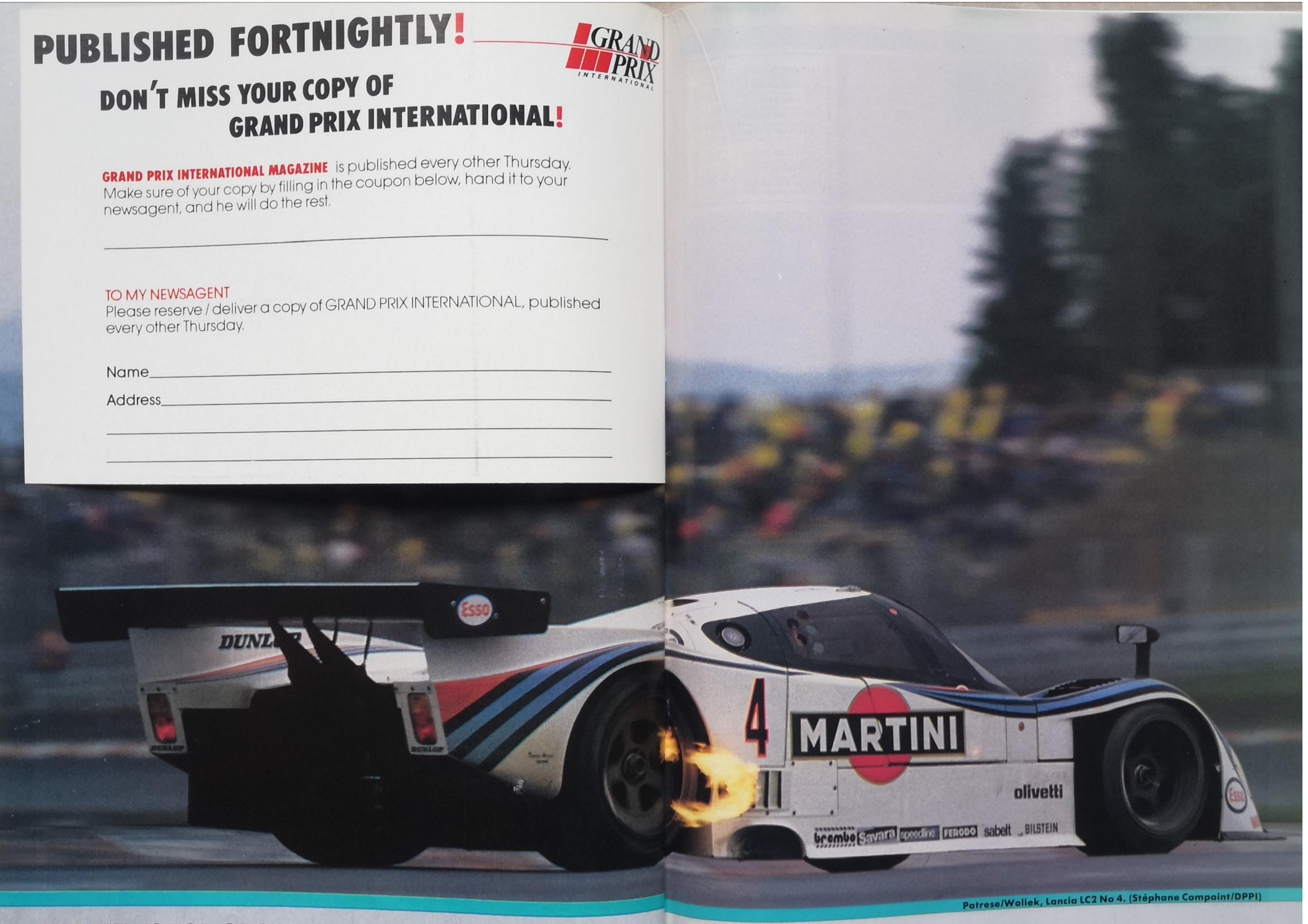


Patrese/Wollek, Lancia LC2 No 4. (Stéphane Compoint/DPPI)

BAD NEWS FOR GROUP C'S FUTURE: THE LANCIAS WERE NO MATCH FOR PORSCHE AT THE 'RING.

NÜRBURGRING 1,000 KM

Fourth race in the World Endurance Championship
Date : July 15, 1984
Official designation: ADAC 1,000 km Rennen
Distace :207 laps on a 4.542 km circuit, or 940.194 km.
Weather:cold with showers
Attendance: 15,000

STARTING GRID

9. Porsche 956
Stuck **Grohs**
1m 28.81s
1. Porsche 956
Mass Ickx
1m29.64s
5. Lancia LC2
Nannini Barilla
1m 30.36s
33. Porsche 956
10. Porsche 956
Winkelhock Surer
1m 31.33s
Boutsen-Hobbs
1m 32.22s
20. Porsche 956
Brun Von Bayern
1m 33.97s
18. Porsche 956
Lässig Sutherland **Thackwell**
1m 36.38s
73. Gebhardt-Ford □
Jelinski Ketterer
1m 38.09s
70. Tiga-Ford □
Bellm **Spice** Grang
1m 39.94s
11. Kremer CK5 - Porsche
Fouche Kroesemeijer
1m 40.97s
68. Lola T616-Mazda □
Quester Knorr
1m 43.23s
85. Sthemo-BMW
Cohen Olivar Del Bello-Striebig
1m 44.40s
67. Lola T616 Mazda □
Busby Halsmer
1m 44.82s
106. BMW MI □
Koenig Gall Heger
1m 47.91s
101. BMW MI △
Winther Jensen Mercer
1m 49.02s
65. Porsche 935 IMSA □
Lundgardh Simonsen
1m 51.26s
38. Lotec-BMW
Wagenstetter Hild
1m 53.66s
121. Porsche 930 △
Smith Lovett Eccles
1m 54.72s
116. Porsche 930 △
Memminger Khun Weiss Rabai
1m 56.42s
114. Porsche 930 △
Feürlein Reich Reuter
1m 58.36s
115. Porsche 928 △
Probst Mentel Guerthler
2m 00.36s

2. Porsche 956
Bellof Bell
1m 28.68s
14. Porsche 956
Palmer Lammers Danner
1m 29.16s
4. Lancia LC2
Wollek Patrese
1m 29.16s
19. Porsche 956
Larrauri **Sigala**
1m 31.06s
7. Porsche 956
Pescarolo **Johansson** Senna
1m 32.07s
48. Ford Zakspeed
Niedzwiedz Ludwig
1m 32.87s
55. Porsche 962
Keegan **Edwards**
1m 36.19s
80. Alba Giannini □
Facetti Finotto Sebastiani
1m 37.60s
12. Porsche 956
Schornstein "John Winter" Merl
1m 38.37s
82. Alba-Ford □
Barberio-Vatielli **Gellini**
1m 40.37s
81. Alba-Giannini □
Pavia **Dacco**
1m 42.59s
72. Gebhardt-BMW □
Thoelke Wagenhaueser Weiler
1m 44.12s
64. Porsche 935 □
Coggiola Giudici Pallavicini
1m 44.42s
94. Rieger Ford □
Goetz Kirts Rieger
1m 46.08s
111. BMW MI △
Manthey Mertes
1m 48.01s
109. BMW MI △
Dürig Göring Müller
1m 49.98s
102. BMW MI △
Dören Juergensen Fritzsche
1m 51.40s
88. Ceekar Ford □
Payne Ashmore
1m 53.81s
112. Porsche Turbo 3,3 △
Haldi Baker Braun
1m 55.39s
104. Porsche 924 △
Von Stache Richter
1m 56.66s
113. Porsche 930 △
Leim Von Tschirnhaus
1m 58.99s

The first driver of each team started the race.
The drivers in heavy type set the qualifying times for their cars.
Two withdrawals following practice: the No 34 Porsche 956 (1m35.35s), Franz Konrad was unable to come to an agreement with the owner of his John Fitzpatrick; and the No 16 GTI Engineering "camera" Porsche 956 following Vern Schuppan's shunt in the rain. The Australian's time was 1m 54.58s.

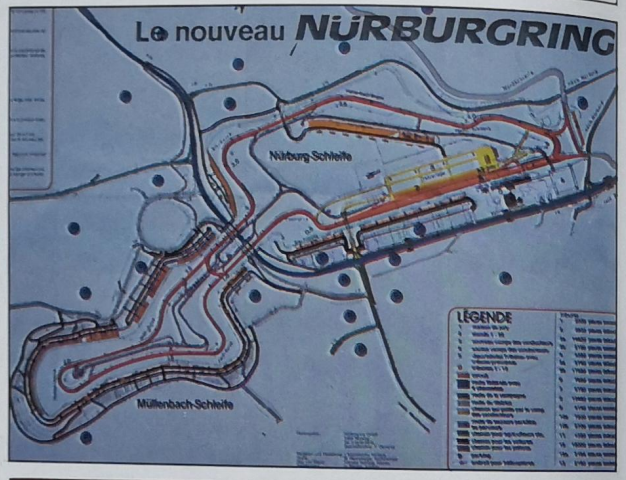
□ denotes Group C2 cars
△ denotes Group B cars

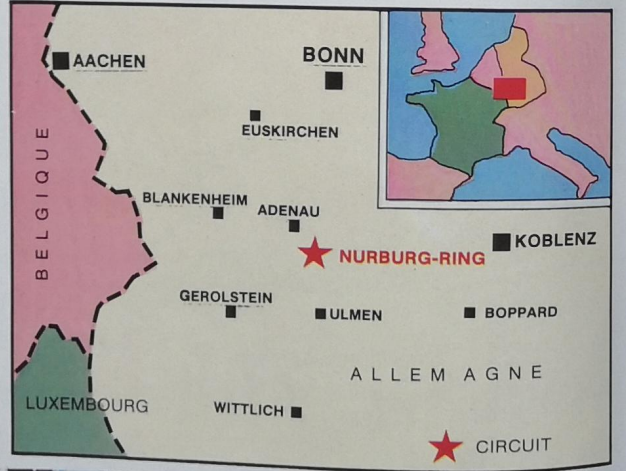
LAP LEADERS

Laps 1 to 3 : Bell/Bellof (Porsche 956)
Laps 4 to 34 : Stuck/Grohs (Porsche 956)
Lap 35 : Wollek/Patrese (Lancia LC2)
Laps 36-4 9 : Bell/Bellof (Porsche 956)
Lap 50 to 67 : Palmer/Lammers/Danner (Porsche 956)
Laps 68 to 69 : Bell/Bellof (Porsche 956)
Laps 72 to 74 : Ickx/Mass (Porsche 956)
Laps 75 to 105 : Bell/Bellof (Porsche 956)
Laps 106-166 : Boutsen/Mobbs (Porsche 956)
Laps 167-186 : Bell/Bellof (Porsche 956)
Laps 187 to 210 : Boutsen/Hobbs (Porsche 956)
Laps 202 to 207 : Bell/Bellof (Porsche 956

WORLD ENDURANCE CHAMPIONSHIP

BEST TIME GROUP C1
Stefan Bellof (Porsche 956): 1m 28.68s
BEST TIME GROUP C2
Carlo Facetti (Alba-Giannini): 1m 37.60s
BEST TIME GROUP B
Kurt Koenig (BMW M1): 1m47.91s.
FASTEST LAP GROUP C1
Jonathan Palmer (Porsche 956) : 1m32.75s
FASTEST LAP GROUP C2
Frank Jelinski (Gebhardt 843 - Ford) : 1m40.55s)
FASTEST LAP GROUP B
Bell/Bellof (Porsche 956)
WINNERS GROUP C2
Spice/Crang/Bellm (Tiga GC84 - Ford)
GROUP B WINNERS
Gall/Koenig/Heger (BMW M1)





WORLD ENDURANCE CHAMPIONSHIP (DRIVERS)

1. Bell and Bellof, 41 pts; 3. Ickx and Mass, 39 pts; 5. Pescarolo, 38 pts; 6. Ludwig, 35 pts; 7. Hobs, 30 pts; 8. Lammers and Palmer, 28 pts; 10. Brun, 24 pts; 11. Barilla, 11 pts; 12. Schornstein and Merl, 19 pts; 14. Boutsen, 18 pts; 15. Rondeau, John Paul Jnr and Nannini, 15 pts; 18. Stuck, Grohs, Sigala, Larrauri, Streiff, Van der Merwe, Edward, Keefan and von Bayern, 12 pts; 27. "John Winter", 11 pts; 28. Baldi, Akin and Danner, 10 pts; 31. Sutherland, Winkelhock and Surer, 8 pts; 34. Yver, de Dryver, Jones, Schuppan, Jarier, Konrad, Busby, Knoop, Winther and Lars Vigo, 6 pts; 44. Gouhier, Gabbiani, Martini, Mallock, Duffield and Wilds, 4 pts; 50. Facetti, Finotto, Wollek, Johansson, Senna, O'Steen, Morton and Katayama, 3 pts; 58. Needell and French, 2 pts.

RESULTS

1.	Porsche 956/Derek Bell/Stefan Bellof, 207 laps or 940.. 194 km in 6 hours 00m 43.59s at an average speed of 156.383 Kph.		
2.	Porsche 956	Hobbs/Boutsen	15.68s
3.	Lancia LC2	Nannini/Barilla	206 laps
4.	Porsche 956	Palmer/Lammers/Danners	205 laps
5.	Porsche 956	Winkelhock/Surer	204 laps
6.	Porsche 956	Larrauri Sigala	203 laps
7.	Porsche 956	Ickx/Mass	201 laps
8.	Porsche 956	Pescarolo/Johansson/Senna	197 laps
9.	Porsche 956	Von Bayern/Brun	196 laps
10.	Porsche 956	"John Winter"/Schornstein-Merl	194 laps
11.	Porsche 962	Edwards/Keegan	191 laps
12.	Lancia LC2	Wollek/Patrese-Barilla	189 laps
13.	Tiga GC84-Ford	Spice/Crang/Bellm	185 laps
14.	Lola T616-Mazda	Busby/Knoop	178 laps
15.	Kremer CK5-Porsche	Kroesemeijer/Fouche	177 laps
16.	BMW M1	Gall/Koenig/Heger	176 laps
17.	BMW M1	Göring/Düring/Müller	175 laps
18.	Porsche 935	Lundgardh/Simonsen	174 laps
19.	BMW M1	Winther/Mercer/Jensen	174 laps
20.	Porsche 935	Coggiola/Giudici/Pallavacini	173 laps
21.	Porsche 956	Lässig/Sutherland/Thackwell	171 laps
22.	Porsche 930	Leim/Von Tschirnhaus	161 laps
23.	Gebhardt 843-Ford	Jelinski/Ketterer	161 laps
24.	Alba-Giannini	Finotto/Facetti/Sebastiani	160 laps
25.	Porsche Turbo 3.3	Baker/Braun/Haldi	159 laps
26.	Porsche 924	Von Staehr/Richter	159 laps
27.	Ceekar-Ford	Payne/Ashmore	156 laps
28.	Porsche 928	Probst/Mentel/Guerthler	154 laps
29.	Porsche 930	Feüerlein/Reich/Reuter	143 laps
30.	Sthemo-BMW	Striebig/Del Bello/Cohen Olivar	138 laps
31.	Alba-Ford	Barberio/Vatielli/Gellini	119 laps/gearbox
32.	BMW ML	Mertes/Manthey	116 laps/engine
33.	Alba-Giannini	Dacco/Pavia	88 laps/gearbox
34.	Porsche 956	Stuck/Gröhs	79 laps/reason unknown
35.	Rieger 83-Ford	Goetz/Kirtz/Rieger	64 laps/gearbox
36.	Porsche 930	Memminger/Kuhn Weiss/Rabai	62 laps/reason unknown
37.	Lola T616-Mazda	Quester/Knoop	53 laps/gearbox
38.	BMW MI	Juergensen/Dören/Fritzsche	48 laps/reason unknown
39.	Gebhardt 832-BMW	Thoelke/Wagenhaeuser/Weiler	39 laps/gearbox
40.	Lotec C302-BMW	Wagenstetter/Hild	27 laps/reason unknown
41.	Porsche 930	Smith/Lovett/Eccles	9 laps/reason unknown
42.	Ford Zakspeed	Ludwig/Niedzwieds	2 laps/transmission

PREVIOUS WINNERS

1953 Alberto Ascari/Nino Farina (Ferrari)
1954 Stirling Moss/Jean Behra (Maserati)
1957 Tony Brooks/Noel Cunningham-Reid (Aston Martin)
1958 Stirling Moss/Jack Brabham (Aston Martin)
1959 Stirling Moss/Jack Fairman (Aston Martin)
1960 Stirling Moss/Dan Gurney (Maserati)
1961 Masten Gregory/Lucky Casner (Maserati)
1962 Phil Hill/Olivier Gendebien (Ferrari)
1963 John Surtees/Willy Mairesse (Ferrari)
1964 Ludovico Scarfiotti/Nino Vacarella (Ferrari)
1965 John Surtees/Ludovico Scarfiotti (Ferrari)
1966 Phil Hill/Jo Bonnier (Chaparral)
1967 Udo Schutz/Joe Buzzetta (Porsche)
1968 Jo Siffert/Vic Elford (Porsche)
1969 Jo Siffert/Brian Redman (Porsche)
1970 Kurt Ahrens/Vic Elford (Porsche)
1971 Gérard Larousse/Vic Elford (Porsche)
1972 Tim Schenken/Ronnie Peterson (Ferrari)
1973 Jacky Ickx/Brian Redman (Ferrari)
1974 Jean-Pierre Beltoise/Jean-Pierre Jarier (Matra)
1975 Arturo Merzario/Jacques Laffite (Alfa Romeo)
1976 Albrecht Krebs/Dieter Quester (BMW CSL)
1977 Tim Schenken/Rolf Stommelen/Toine Hezemans (Porsche 935)
1978 Klaus Ludwig/Hans Heyer (Porsche)
1979 Manfred Schurti/Bob Wollek/John Fitzpatrick (Porsche 935)
1980 Rolf Stommelen/Jürgen Barth (Porsche)
1981 Hans Stuck/Nelson Piquet (BMW MI)
1982 Michele Alboreto/Teo Fabi/Riccardo Patrese (Lancia LCI)
1983 Jacky Ickx/Jochen Mass (Porsche 956)

WORLD ENDURANCE CHAMPIONSHIP (CONSTRUCTORS)

1. Porsche,	80 pts
2. Lancia,	25 pts
3. Lola-Mazda,	8 pts
4. Rondeau-Ford and BMW,	6 pts
6. Ecosse-Ford,	5 pts
7. Alba-Giannini,	4 pts
8. Gebhard-BMW,	3 pts

AUDI AHEAD

THE AUDI QUATTROS ENTERED BY THE FACTORY FOR THE NEW ZEALAND RALLY ONLY HAD ONE WORKS LANCIA FROM TURIN AS THEIR MAIN ANTAGONIST AND A FEW TOYOTAS WHICH WERE UNABLE TO REPEAT THEIR SAFARI RALLY PERFORMANCES. THUS AUDI HAVE NOW TAKEN OVER THE LEAD IN THE WORLD CHAMPIONSHIP. WITH A SECOND WIN FOLLOWING THE ACROPOLIS, THE GERMAN GROUP HAVE THE TITLE WITHIN REACH, EVEN THOUGH FOR THE DRIVERS' CHAMPIONSHIP, BLOMQVIST IS STILL BEING THREATENED BY MARKKU ALEN. HOWEVER, IT WAS THE THIRD VICTORY FOR THE SWEDE THIS SEASON.

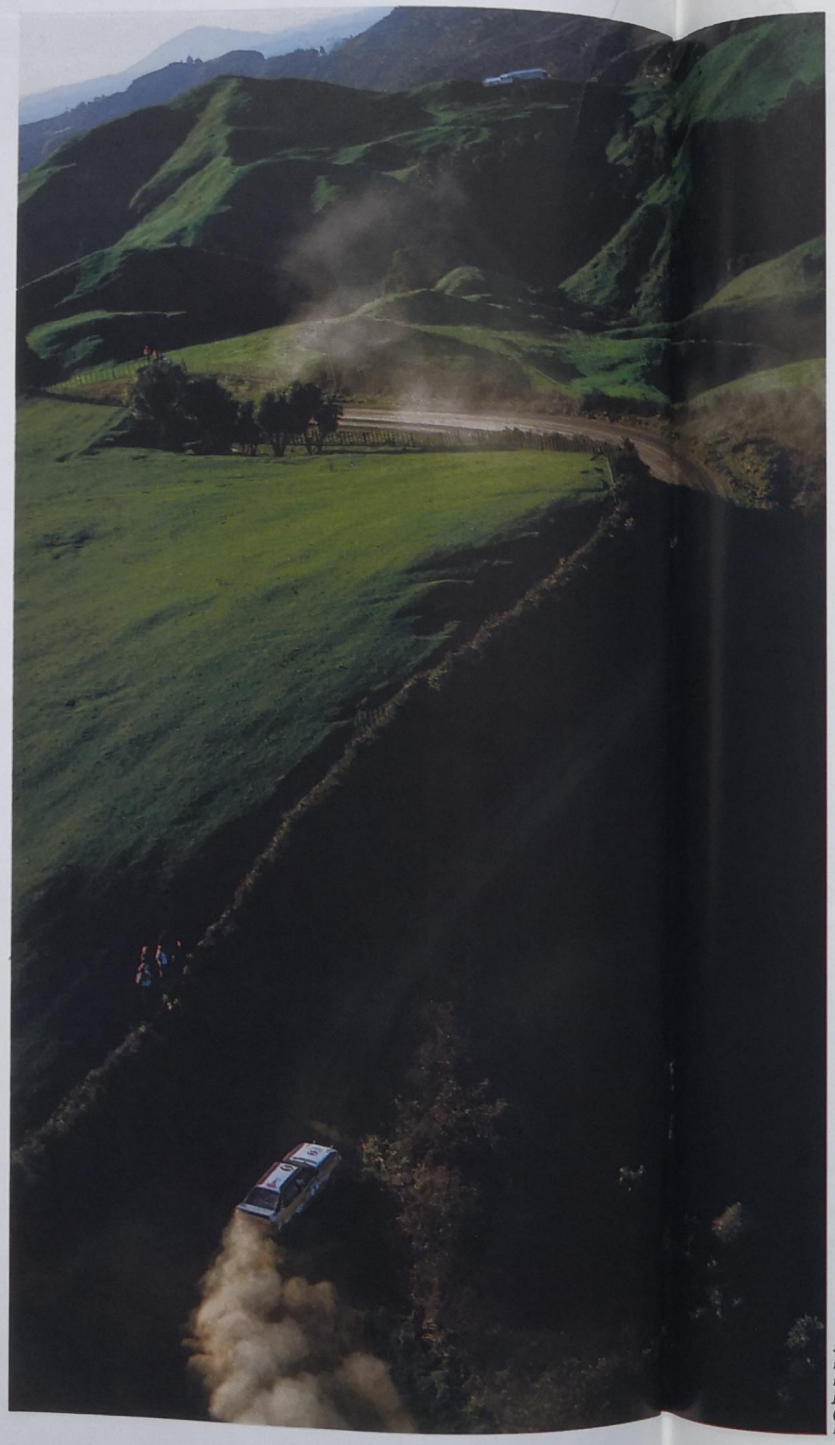
by Helmut Deimel

What would rallying be without those wretched Finns?

With the machines being raced at present you'd have to work out the results according to who had broken down, not to mention all those flip-overs causing some particularly acrobatic retirements! The twenty-seventh special stage in the New Zealand rally will be remembered as being characteristic of a certain art of driving... The Finns had made sure they were doing things the right way, you just had to look at the list of entrants: several generations were lined up, the first being led by the veteran 1983 world champion, Hannu Mikkola, the second by Timo Salonen with the young Juha Kankkunen, bringing up the rear. The cars entered for the rally were varied with a quartet made up of Audi-Lancia-Toyota-Nissan, all unequal in satisfying the ambitions of the various drivers. But let's get back to the subject and our Finnish drivers. All four had come to New Zealand in the same frame of mind, none of them had anything important to gain, and nothing important to lose. You could say that Mikkola had the most responsibility on his shoulders, he was there to help his employer Audi and his team-mate, Blomqvist, and to get as far ahead, out of the reach of the Alen-Lancia duo, as possible: Cesare Fiorio's team was playing its last cards at the rally to keep its world title. As a result, Hannu Mikkola was to have his best race by far this year, down under. With a great deal of enthusiasm he first had to make up for lost time at the start due to a series of punctures. He managed so well that he found himself at the onset of the famous twenty-seventh stage first equal with Blomqvist whereas Alen was lying in third position quite a way behind the two Audis.

THOSE FLIP-OVERS CAUSE SOME PARTICULARLY ACROBATIC RETIREMENTS.

The last ten kilometres of the twenty-seventh stage took place on a tarmac road made up of a series of turns. Everyone knows in rallying that this kind of quick descent is a selective morsel where the most daring can give proof of their courage and skills. Just as Hannu had got round a right-handed curve, bringing his car into a skid, his front wheel came up against a steep bank. The Audi was put off balance and was pushed into an impressive number of side flips. Perhaps an impressive number is exaggerating a little, but Roland Gumpert, the German team's manager had a bird's-eye view from where he was sitting aboard his helicopter and counted precisely *"two and a half"*. The Quattro came to a halt on its side. It was quickly put back on to its four wheels. The only reason Mikkola waited a while before he continued with the rally, was that the turbo oil duct had broken during the shock. Twelve minutes were spent repairing it as best as they could, and as a result, Hannu found himself relegated to third position, more than seven minutes behind Alen. He wasn't going to let something like that dishearten him, oh no. For the next leg, Mikkola obtained the scratch result and then gave a fanastic chase, a thrilling one from the start. Hannu managed to gain a minute in each of the two special stages of the last leg on his fellow countryman Alen.



Stig Blomqvist was never one for careful racing, but that's just how he won. (Photo Reinhard Klein).

The consistently good show of performances, achieved apparently with little effort, was to die a slow death as the nature of the timed stages changed. On the other hand, Alen found the changes much to his advantage. His Lancia was once again as efficient as ever on the harder, quicker surfaces. In the duel that followed, Mikkola spun twice, and Markku Alen once. These three figures took place at 120 kph and things were to calm down noticeably as a result. Hannu then thought it wasn't the opportune moment to continue attacking, and drove to the finish at a more reasonable pace...

Anyway, back to the twenty-seventh special where we find Timo Salonen — his main adversaries went by the names of Waldegaard and Kankkunen (both driving Toyotas). The stakes? Good placings between fourth and sixth. On the whole, Salonen prefers quick downhill runs, and I'm sure you won't be surprised when I tell you that the same mishap that Mikkola experienced also happened to him. The steep embankment, a stuck wheel and the Nissan flew up. How many sommersaults did it do? Only one if you listen to Harjanne, the co-driver, (promoted to co-pilot for the occasion), and two, according to the driver (pilot)... Anyhow, the car landed on its wheels and the team were about to continue (after all what's a roll in the life of a Finn?) when Salonen realised that he'd lost the road book. It had flown out through the broken side window. They lost two minutes, nothing when you think of what might have happened. As for the finishing touches made to the Nissan's bodywork, they were in the best of taste, and there's no doubt that the car looks more sporty and its aerodynamic efficiency has improved! The youngest of the Finns is a man pressed for time like the others. He showed himself to be faster than Waldegaard on several occasions: Kankkunen put in some excellent times. The poor thing got himself penalized with a few extra minutes because, when the mechanics fixed the mudguard flarings onto his Toyota, they inadvertently drilled a hole in the petrol tank. Juha found himself in the same position as when he started out. He had to do a lot of overtaking in the twenty-seventh stage (yes, again), to get ahead of the slower drivers. In the now all too famous quick downhill portion, Kankkunen caught up with a New Zealander's Escort. He was so pleased with himself that he lost no time in trying to find a suitable overtaking place.

With that in mind, he undoubtedly didn't pay enough attention to the road conditions. He skidded with his rear wheels locked in a rut. The Toyota went immediately into a roll and fell down a slope. Luckily for him, some kindly bushes prevented him from plunging down further than the 15 metres he had already negotiated, and they also helped to avoid the next 25 metre drop that remained. The Finn and his co-driver, Fred Gallagher, had a lucky escape. Kankkunen's style in this short demonstration of Nordic talent was as refined as his predecessors'. But he wasn't as lucky as they were. He had to give up any thought of continuing there and then. He stared with glowing eyes ahead at the road in front and under him.

This is how one special stage in an otherwise smooth rally jerked everyone out of their slumbers. Up until then, Markku Alen had only managed to sidle up to the Audi on a few rare occasions, and the only man who could have worried Blomqvist and Mikkola had dropped out of the race earlier on. He was Walter Röhrl. He is a man who doesn't enjoy long trips away to rallies, but he has a soft spot for New Zealand, were some of the best stages in the world can be found. It's the kind of rally where rallymen feel free to put their driving skills to their best advantage. After what can be described as a discreet season (with the exception of Monte Carlo, of course), tall Walter was there with the intention of putting everyone in their places. As soon as the start was given, his seat-belt securely fastened, he got down to business without wasting any time. He obtained the fastest

THE YOUNGEST OF THE FINNS IS ALSO A MAN PRESSED FOR TIME.

time in the first special stage at an average speed of 140 kph! Not only that, he must have finished the last few kilometres with a deflated tyre... The Bavarian was flat out in fifth when he drove over a portion where road works were taking place. Some stones, the larger ones, hadn't been removed. His rear wheel rim was bent from the impact and the brakes also took a beating along with the suspension. Audi Quattros are very sensitive to those kinds of shocks. In the following stage, the rear differential packed in. It was then noticed that a front-wheel drive Quattro could be very competitive. After two more stages, the German mechanics assembled a new differential in eleven minutes. Röhrl, to thank them, scored up the scratch time on the next portion. He was so ovriously dominating his team members, that they began wondering what was going on... In the eighth timed leg, Walter's starter kept switching itself off for ten seconds. At the next stop, his back-up team couldn't find anything wrong with the Motronic device, but a few kilometres later, during the ninth leg, the Audi came to a halt. When all the competitors had gone past, Röhrl had one last try in desperation to get the engine to fire up — imagine his surprise when it did! However, it was too late. You still have to be wary with electronic technology.

What more can you say about the New Zealand rally?

Well, that it is definitely one of the most beautiful in the world especially when the weather is fine and sunny. The winding lanes over the dark green hills and the tarmac roads rarely have their equivalents on other continents. They are reason enough to justify that this round be included in the world championship. □

THE HELICOPTER RALLY

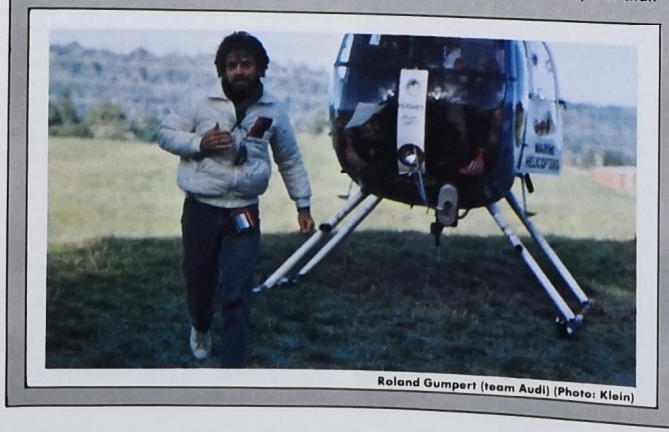
HANNU MIKKOLA WAS PEACEFULLY GOING THROUGH THE SMALL TOWN OF HAMILTON ON HIS WAY TO THE START OF THE FIFTH SPECIAL STAGE. IT WAS AT THAT moment that a policeman decided to take advantage of the rally traffic to do his duty. He stopped the Finn and said:
"Sorry sir, but you were going too fast."
"I wasn't going too fast," replied Mikkola indignantly. *"I'm the one to judge that,"* retorted the policeman. *"I was within the speed limit,"* said Mikkola. *"Listen, I have been a policeman for the past fifteen years, so I should know if you were going too fast or not."* To this Mikkola replied, *"And I have been driving in rallies for twenty years and I know that I wasn't going too fast."* That kind of incident is avoided if you follow the New Zealand rally by helicopter.

Moreover, you are advised to travel like that — New Zealand is the land of helicopters, that's for sure. It's from up above that you can really appreciate the beauty of the landscapes. The same goes for the panorama of the rally, especially if you remembered to bring your camera or even your cine camera. During the early hours of the rally in northern Auckland, everything was taking place in a steady drone — at least fifteen helicopters were flying around. First there were the back-up team choppers, chartered by the works teams, which can now be seen in all European rallies and are a familiar part of the background.

Secondly, the press photographers and cameramen were aboard those others which weren't being used for privileged spectators who had jumped at the chance of paying to watch the show from the air. In New Zealand you don't have to be particularly rich to do that, the rates are a lot lower than the average rates in Europe. It has also become a fearsome necessity to have a back-up team transported by helicopter so now, factory teams are finding their rally budgets greatly increased. In the case of Audi, though, the operation was made profitable this time in that if such means hadn't been deployed Mikkola would have had to give up.

In New Zealand, of course, we were given the pleasure of watching many skilful and daring pilots. So as to keep in practice, they do some strange exercises. The helicopters are used, for example to capture roebucks and stags in the following way: the pilots begin by flying low over spinneys and groups of trees so as to drive the animals out. As they start galloping, the hunter gets on to the helicopter's landing pods so that he is above the animal. He then jumps on to the neck of the roebuck or stag and throws it to the ground. However, this game often causes victims — the helicopters — and you can come across wrecks in an eternal sleep in the heart of a forest.

The first man who used this kind of means of transport successfully for a rally back-up team in New Zealand was Erich Waxemberger, the Mercedes sports director in 1980. He wasn't going to be daunted by not being able to fly at night — he got himself a huge spotlight used by the American coastguards and fixed it on to his helicopter. All he had to do was to hire a pilot foolhardy enough to take over the controls when night fell. When he found the sort of person he required, Waxemberger could then follow his cars during the special night stages... His spot light was so powerful that he could have lit up an ice hockey rink. The most impressive moment was when the helicopter touched down, the whole operation looking more like a UFO coming to earth. The chopper was made good use of during the day as well. The former official Mercedes driver, Andrew Cowan, for example, had a rear axle problem during one of the special stages. As the place where the incident occurred was not suitable for a helicopter to land, a mechanic was grounded near the car using a rope ladder. However, Cowan had stopped just behind a blind bend and just as the mechanic landed, a car surged out at full blast. The mechanic was hoisted up to safety just in time and thus an accident was avoided.



Roland Gumpert (team Audi) (Photo: Klein)

Here's another example: when another of his drivers went off the road, Waxemberger really believed that he would be able to extract the car from the hole using a rope fixed to the helicopter. This time he went a little too far and the pilot himself considered that such an undertaking was going to extremes. A common sight on helicopters chartered by Mercedes were whole rear axles dangling from under them. They would be ready to be assembled at the back-up points...

That was a first-ever in the matter of rally aerial assistance. It had to be seen to be believed. Waxemberger's daring move came to an early end when during one of these night flights, the pilot flew into a tree and bent one of the blades.

Nini Russo and the Lancia team (Photo: Klein)

Since then no-one has ever seen a back-up helicopter carrying out such dangerous manoeuvres. Today, the sporting directors just take a mechanic and a few vital parts on board from one back-up point to another. Their helicopters only intervene in cases of extreme urgence, as in the case of Mikkola. During the 1983 edition of this rally, the Lancia helicopter was made useful when Attilio Bettega hit a cow.

When the budget makes it possible, it's a thrilling experience for a cameraman like myself to be able to film a rally from the sky, or even just use a helicopter to get from A to B. New Zealand is a wonderful place to do so, I have never seen so many different blends of light and dark in any other country.

When the slanted setting sun's rays lick the hills, the shadows and lighting effects are incomparable. You will be getting a small insight in this issue as Reinhard Klein, the GP1 photographer, was with me aboard the helicopter.

In all, we must have spent about seven hours a day up in the air, but with two special stages — or about an hour's flying time — we would have been amply satisfied, 100% satisfied in fact. The sun was just in the right place, the sand roads exquisite.

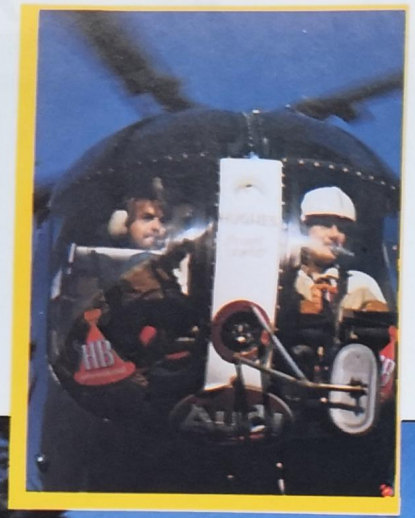
From where we were sitting in the helicopter, it looked as though Mikkola and Blomqvist were doing a waltz. It was an exceptional sight which could only be captured by the cameraman if he had an ace pilot.

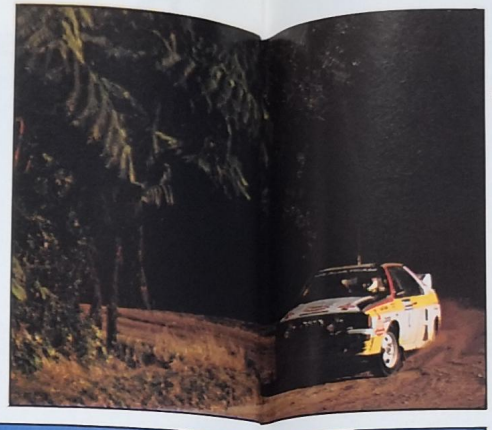
There are noticeable differences in flying skills, just as some rally drivers are better than others. Most are good pilots, but there are not many who are in complete control of their helicopters. Flying over a special stage with a cameraman aboard, in such a way that he keeps the car continually in view, is literally a high-flying number. Our pilot turned out to be of perfect dexterity in spite of having to adapt his flying speed to the braking and accelerating of the Audi Quattro. Such a specialist in the matter deserves the nickname of "Helicopter Blomqvist". Rallymen also appreciate the skills of their airborne companions. While we were chasing after Blomqvist almost scraping the ground on a long straight, the Swede gave us a friendly wave whilst speeding along at about 185 kph!

It's a very "airy" kind of adventure for the cameraman, who is sitting on the floorboards with his legs hanging over in the open. He is held by a belt fastened around his belly, and when the pilot banks over, he sometimes feels some rather odd sensations in the pit of his stomach!

You also get rather cold, and catch one, but you soon forget all the hardships once you get back and find all the documents on the lay-out table. You then remember the aerial escapade with a feeling of nostalgia.

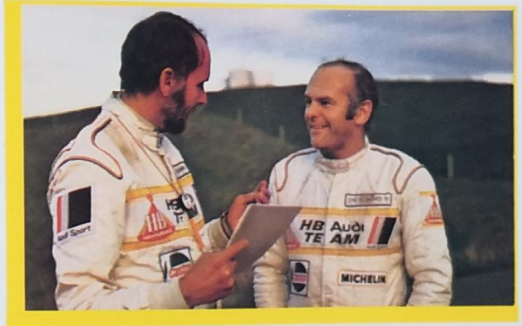
Helmut Deimel





NOW IT'S MY TURN

Last year, Stig Blomqvist did his best to help Hannu Mikkola conquer the world championship title. This year it's the other way around. Out of the two HB Audi Team drivers, Stig (seen with Cederberg) will be crowned, Hannu being there to second him. He was taking it all so seriously that he turned over in his car, Mikkola that is, (lower right). Blomqvist didn't have any tricks to play even though his bumper detached itself from the Audi Quattro he was driving (top). The German team was for once able to make light of its problems by keeping above them. Rupert Gumpert, the team manager made sure he did in a suitable chair (top left). (Photos Reinhard Klein)



Salonen/Harjanne (Nissan) (Reinhard Klein)

AND WILL IT BE ONE OR TWO TURNS FOR YOU MR. SALONEN? MORE IMPORTANT, NISSAN BEAT TOYOTA.

Kankkunen/Gallagher (Toyota) Reinhard Klein)

THE CELICA WILL REMAIN IN THE DITCH WHERE IT LANDED AFTER IT TURNED OVER.

Audi Quattro A2 (Reinhard Klein)

IN THE LAND OF KIWIS, SHEEP AND VOLCANOS, THE AUDI TEAM'S DARK DAYS ARE OVER.

Audi Quattro A2 (Reinhard Klein)

AUDI HAVE NOW GOT THE TITLE WITHIN REACH...

STATISTICS

THE SANYO RALLY OF NEW ZEALAND
WORLD RALLY CHAMPIONSHIP
6TH ROUND (MAKES)
7TH ROUND (DRIVERS)

ES 1 WOODHILL FOREST (33 km):
1. Röhrl (14m 25s) — 2. Blomqvist (14m 29s) — 3. Waldegaard (14m 39s) — 4. Alen (14m 41s) — 5. Mikkola et Kankkunen (14m 49s).

ES 2 RIVER HEAD FOREST (15 KM):
1. Röhrl (7m 27s) — 2. Blomqvist (7m 28s) — 3. Mikkola (7m 31s) — 4. Alen (7m 33s) — 5. Waldegaard (7m 36s) — 8. Kankkunen (7m 44s).

ES 3 HAURURU ROAD (20 KM):
1. Mikkola (11m 58s) — 2. Blomqvist (11m 57s) — 3. Alen (11m 58s) — 4. Waldegaard (12m 08s) — 5. Kankkunen (12m 16s) — 6. Röhrl (12m 19s).

ES 4 GRANT ROAD (12 KM) :
1. Alen (6m 01s) — 2. Waldegaard and Mikkola (6m 05s) — 4. Blomqvist (6m 08s) — 5. Röhrl (6m 08s) — 6. Wittmann (6m 11s).

ES 5 BICKERSTAFFE ROAD (25 KM):
1. Röhrl (15m 14s) — 2. Mikkola (15m 30s) — 3. Blomqvist (15m 37s) — 4. Waldegaard (15m 39s) — 5. Alen (15m 40s) — 6. Wittmann (15m 51s).

ES 6 TANA ROAD (25 KM):
1. Röhrl (16m 08s) — 2. Waldegaard (16m 28s) — 3. Mikkola and Alen (16m 32s) — 5. Blomqvist (16m 35s) — 6. Kankkunen (16m 50s).

ES 7 WAIOTIRA ROAD (40 KM):
1. Röhrl (26m 33s) — 2. Mikkola (26m 49s) — 3. Blomqvist (26m 51s) — 4. Alen (27m 03s) — 5. Waldegaard (27m 11s) — 6. Wittmann (27m 27s).

ES 8 PAPAROA ROAD (23 KM):
1. Röhrl (14m 03s) — 2. Blomqvist and Mikkola (14m 11s) — 4. Alen (14m 19s) — 5. Waldegaard (14m 23s) — 6. Kankkunen (14m 32s).

ES 9 SETTLEMENT ROAD (18 KM):
1. Blomqvist and Alen (10m 33s) — 3. Mikkola (10m 38s) — 4. Waldegaard (10m 31s) — 5. Kankkunen (10m 33s) — 6. Salonen (10m 40s).

ES 10 MATAKANA ROAD (8,7 KM):
1. Blomqvist (5m 20s) — 2. Mikkola (5m 22s) — 3. Alen (5m 26s) — 4. Kankkunen (5m 32s) — 5. Waldegaard (5m 34s) — 6. Salonen (5m 37s).

ES 11 UPPER WAIWERA ROAD (14 KM):
1. Mikkola (9m 12s) — 2. Blomqvist (9m 13s) — 3. Alen (9m 17s) — 4. Salonen (9m 31s) — 5. Waldegaard and Kankkunen (9m 34s).

ES 12 ROVER HEAD FOREST (15 KM):
1. Alen (7m 31s) — 2. Mikkola (7m 37s) — 3. Blomqvist (7m 43s) — 4. Kankkunen (7m 51s) — 5. Waldegaard (7m 52s) — 6. Salonen (8m 01s).

STANDING AT THE END OF THE 1ST LEG:
1. Mikkola-Hertz (Audi) 2 h 24m 02s.
2. Blomqvist-Cederberg (Audi) 2 h 24m 05s.
3. Alen-Kivimaki (Lancia) 2 h 24m 28s.
4. Waldegaard-Tharszelius (Toyota) 2 h 25m 45s.
5. Kankkunen-Gallagher (Toyota) 2 h 27m 56s.
6. Salonen-Harjanne (Nissan) 2 h 29m 39s.
7. Wittmann-Diekmann (Audi) 2 h 30m 26s.

ES 13 MANUKAV CITY (3,6 KM):
1. Alen (1m 34s) — 2. Waldegaard, Mikkola and Kankkunen (1m 36s) — 5. Cook, Salonen and Wittmann (1m 39s).

ES 14 MARAMARUA 1 (17 KM):
1. Blomqvist (9m 47s) — 2. Mikkola (9m 48s) — 3. Alen (9m 59s) — 4. Wittmann (10m 08s) — 5. Waldegaard (10m 15s) — 6. Salonen (10m 17s).

ES 15 MARAMARUA 2 (12 KM):
1. Blomqvist (7m 07s) — 2. Mikkola (7m 09s) — 3. Alen (7m 11s) — 4. Wittmann (7m 15s) — 5. Salonen (7m 25s) — 6. Waldegaard and Kankkunen (7m 26s).

ES 16 MYSTERY CREEK (5 KM):
1. Blomqvist (4m 06s) — 2. Mikkola (4m 11s) — 3. Alen (4m 16s) — 4. Waldegaard (4m 26s) — 5. Salonen (4m 28s) — 6. Salonen (4m 28s).

ES 17 HEWER ROAD (21 KM):
1. Blomqvist (12m 39s) — 2. Alen (12m 40s) — 3. Mikkola (12m 53s) — 4. Wittmann (12m 55s) — 5. Waldegaard (13m 01s) — 6. Kankkunen (13m 04s).

ES 18 RANGIATEA SCHOOL (28 KM):
1. Blomqvist (16m 45s) — 2. Mikkola (16m 57s) — 3. Alen (17m 08s) — 4. Wittmann (17m 20s) — 5. Waldegaard and Kankkunen (17m 28s).

ES 19 NGAROMA (30 KM):
1. Blomqvist (19m 32s) — 2. Mikkola (19m 44s) — 3. Alen (19m 50s) — 4. Wittmann (20m 08s) — 5. Salonen (20m 12s) — 6. Kankkunen (20m 14s).

ES 20 PUREORA FOREST (34 KM):
1. Mikkola (22m 06s) — 2. Blomqvist (22m 16s) — 3. Alen (22m 19s) — 4. Waldegaard (22m 31s) — 5. Salonen (22m 26s) — 6. Kankkunen (22m 48s).

ES 21 WAIPAPA FOREST (28 KM):
1. Mikkola (12m 38s) — 2. Blomqvist (12m 50s) — 3. Alen (13m 00s) — 4. Waldegaard (13m 05s) — 5. Salonen (13m 16s) — 6. Wittmann (13m 48s).

ES 22 TOKOROA FOREST (26 KM):
1. Mikkola (13m 20s) — 2. Blomqvist (13m 30s) — 3. Alen (13m 40s) — 4. Waldegaard (13m 59s) — 5. Kankkunen (14m 10s) — 6. Salonen (14m 15s).

STANDING AT THE END OF THE 2ND LEG:
1. Blomqvist-Cederberg (Audi) 4 h 24m 17s.
2. Mikkola-Hertz (Audi) 4 h 24m 34s.
3. Alen-Kivimaki (Lancia) 4 h 26m 17s.
4. Waldegaard-Tharszelius (Toyota) 4 h 29m 45s.
5. Salonen-Harjanne (Nissan) 4 h 34m 20s.
6. Kankkunen-Gallagher (Toyota) 4 h 45m 17s.

ES 23 ROTOEHU ROAD (10 KM):
1. Blomqvist (5m 16s) — 2. Mikkola (5m 20s) — 3. Alen (5m 32s) — 4. Salonen (5m 42s) — 5. Waldegaard (5m 43s) — 6. Allport (5m 51s).

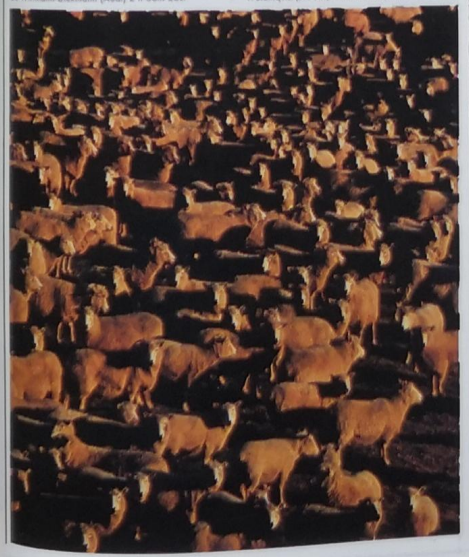
ES 24 ROTOEHU 1 (13 KM):
1. Mikkola (7m 20s) — 2. Blomqvist (7m 28s) — 3. Kankkunen (7m 48s) — 4. Alen (7m 54s) — 5. Salonen (8m 02s) — 6. Waldegaard (8m 05s).

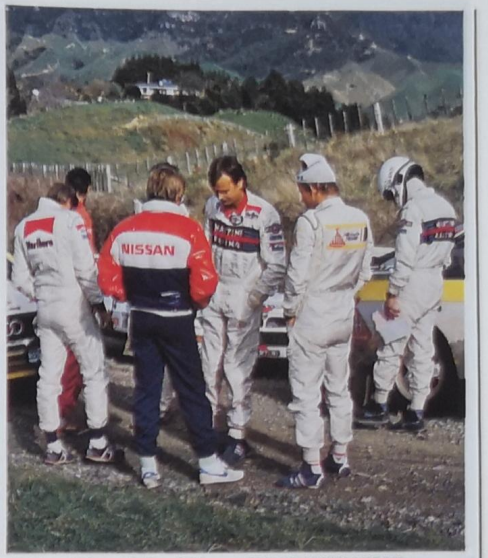
ES 25 ROTOEHU 3 (6,6 KM):
1. Mikkola (3m 38s) — 2. Blomqvist (3m 43s) — 3. Alen (3m 53s) — 4. Salonen and Kankkunen (3m 54s) — 6. Waldegaard (3m 56s).

ES 26 MANAWAHE ROAD (21 KM):
1. Blomqvist (13m 54s) — 2. Mikkola (13m 59s) — 3. Alen (14m 42s) — 4. Salonen (14m 52s) — 5. Kankkunen (14m 55s) — 6. Allport (15m 13s).

ES 27 HEREPURU ROAD (38 KM):
1. Blomqvist (23m 44s) — 2. Alen (24m 44s) — 3. Waldegaard (25m 38s) — 4. Salonen (25m 45s) — 5. Stewart (26m 13s) — 6. Cook (26m 27s).

ES 28 ROTOEHU 1 (13 KM):
1. Blomqvist (7m 23s) — 2. Mikkola (7m 42s) — 3. Alen (7m 44s) — 4. Waldegaard (7m 53s) — 5. Salonen (8m 08s) — 6. Bourne (8m 52s).





ES 29 ROTOEHU 2 (6,6 KM):
1. Mikkola (3m 38s) — 2. Blomqvist (3m 41s) — 3. Alen (3m 42s) — 4. Waldegaard (3m 47s) — 5. Salonen (3m 51s) — 6. Stewart (4m 01s).

ES 30 WAIOTAPU FOREST (30 KM):
1. Blomqvist (16m 16s) — 2. Mikkola (16m 19s) — 3. Alen (16m 58s) — 4. Salonen (17m 39s) — 5. Waldegaard (17m 42s) — 6. Stewart (18m 28s).

ES 31 RIVER ROAD (35 KM):
1. Mikkola (21m 08s) — 2. Blomqvist (21m 27s) — 3. Alen (21m 46s) — 4. Waldegaard (22m 01s) — 5. Salonen and Kankkunen (22m 14s).

ES 32 WAIMIHIA FOREST (43 KM):
1. Mikkola (23m 08s) — 2. Blomqvist (23m 42s) — 3. Alen (23m 54s) — 4. Salonen (24m 48s) — 5. Stewart (26m 36s) — 6. Bourne (27m 17s).

ES 33 TAURAHA FOREST (38 KM):
1. Mikkola (20m 49s) — 2. Blomqvist (21m 31s) — 3. Alen (21m 42s) — 4. Waldegaard (22m 34s) — 5. Salonen (22m 46s) — 6. Stewart (24m 00s).

ES 34 WAIOTAPU FOREST (29 KM):
1. Mikkola (16m 39s) — 2. Blomqvist (17m 06s) — 3. Alen (17m 08s) — 4. Waldegaard (17m 40s) — 5. Salonen (17m 51s) — 6. Stewart (18m 56s).

STANDING AT THE END OF THE 3RD LEG:
1. Blomqvist-Cederberg (Audi) 7 h 09m 33s.
2. Alen-Kivimaki (Lancia) 7 h 15m 57s.
3. Mikkola-Hertz (Audi) 7 h 20m 20s.
4. Salonen-Harjanne (Nissan) 7 h 29m 53s.
5. Waldegaard-Tharszelius (Toyota) 7 h 54m 48s.
6. Cook-Jones (Nissan) 7 h 59m 40s.

ES 35 PUREORA FOREST (31 KM):
1. Mikkola (18m 15s) — 2. Blomqvist (18m 16s) — 3. Alen (18m 26s) — 4. Waldegaard (19m 01s) — 5. Salonen (19m 08s) — 6. Stewart (19m 33s).

ES 36 TIROA ROAD (26 KM):
1. Mikkola (10m 40s) — 2. Blomqvist (11m 00s) — 3. Waldegaard (11m 04s) — 4. Alen (11m 11s) — 5. Salonen (11m 24s) — 6. Cook (11m 44s).

ES 37 MAPARA ROAD (29 KM):
1. Mikkola (18m 30s) — 2. Alen (18m 39s) — 3. Blomqvist (17m 19s) — 4. Waldegaard (17m 34s) — 5. Salonen (17m 39s) — 6. Cook (18m 14s).

ES 38 MAIROA ROAD (38 KM):
1. Alen (20m 03s) — 2. Mikkola (20m 13s) — 3. Blomqvist (20m 10s) — 4. Salonen (20m 40s) — 5. Waldegaard (20m 59s) — 6. Cook (21m 32s).

ES 39 TAUMATAMAIRE ROAD (22 KM):
1. Mikkola (19m 19s) — 2. Alen (19m 25s) — 3. Blomqvist (19m 27s) — 4. Salonen (19m 40s) — 5. Waldegaard (19m 57s) — 6. Stewart (20m 14s).

ES 40 MANGANI ROAD (72 KM):
1. Mikkola (48m 34s) — 2. Alen (48m 46s) — 3. Blomqvist (48m 57) — 4. Salonen (50m 06s) — 5. Waldegaard (50m 26s) — 6. Stewart (51m 57s).

ES 41 MAHOE ROAD (33 KM):
1. Alen (25m 15s) — 2. Mikkola (25m 20s) — 3. Blomqvist (25m 43s) — 4. Salonen (26m 10s) — 5. Stewart (27m 02s) — 6. Waldegaard (27m 17s).

ES 42 OKUPATA ROAD (21 KM):
1. Mikkola (14m 31s) — 2. Alen (14m 38s) — 3. Blomqvist (14m 48s) — 4. Salonen (15m 02s) — 5. Stewart (15m 37s) — 6. Cook (15m 40s).

ES 43 HAUTURU ROAD NORTH (20 KM):
1. Mikkola (10m 41s) — 2. Blomqvist (10m 50s) — 3. Alen (10m 53s) — 4. Salonen (17m 05s) — 5. Stewart (17m 46s) — 6. Cook (18m 03s).

ES 44 MARAMARUA 1 (17 KM):
1. Mikkola (10m 17s) — 2. Alen (10m 26s) — 3. Blomqvist (10m 40s) — 4. Salonen (10m 49s) — 5. Cook (11m 19s) — 6. Stewart (11m 33s).

ES 45 MARAMARUA 2 (12,5 KM):
1. Mikkola and Alen (7m 29s) — 3. Blomqvist (7m 30) — 4. Salonen (7m 47s) — 5. Waldegaard (7m 53s) — 6. Cook (8m 13s).

MAIN RETIREMENTS:

Röhrl/Geistdorfer (Audi): electrical failure.
Kankkunen/Gallagher (Toyota): accident
Wittman/Diekmann (Audi): burnt out connecting rod

OVERALL RESULTS:

1. Sig Blomqvist (S) — Björn Cederberg (S) (Audi Quattro A2 Turbo), 10 h 40m 41s — 1st Group B. Pneus Michelins.
2. Alen (SF)-Kivimaki (SF) (Lancia) 037 E2 Rally), 10 h 45m 29s.
3. Mikkola (SF)-Hertz (S) (Audi Quattro A2 Turbo), 10 h 48m 10s.
4. Salonen (SF)-Harjanne (SF) (Nissan 240 RS), 11 h 05m 29s.
5. Waldegaard (S)-Thorszelius (S) (Toyota Celica Turbo), 11 h 35m 58s.
6. Cook-Jones (NZ) (Nissan 240 RS), 11 h 44m 20s.
7. Stewart-Parkhill (NZ) (Ford Escort), 11 h 46m 00s.
8. Bourne-Eggleston (NZ) (Subaru Leone), 12 h 04m 46s — 1st Gr. A.
9. Teesdale-Smith (Subaru Leone), 12 h 21m 01s.
10. Robson-Campbell (Mitsubishi Lancer Turbo), 12 h 25m 08s. — etc 35 classed out of 60 participants.

WORLD RALLY CHAMPIONSHIP (MAKES):

1. AUDI (96 points)
2. LANCIA (86 points)
3. TOYOTA (38 points)
4. NISSAN (32 points)
5. RENAULT (26 points)
6. VOLKSWAGEN (21 points)
7. OPEL (18 points)
8. PEUGEOT (11 points)
   SUBARU (11 points)
10. ALFA-ROMEO (9 points)
11. FORD (6 points)
12. CITROEN (4 points)
13. VAUXHALL (2 points)
    MAZDA (2 points)
15. MITSUBISHI (1 point)

WORLD RALLY CHAMPIONSHIP (DRIVERS):

1. Sig Blomqvist (S) (83 points) — 2. Markku Alen (SF) (75) — 3. Hannu Mikkola (SF) (71) — 4. Attilio Bettega (I) (34) — 5. Massimo Biasion (I) (31) — 6. Björn Waldegaard (S) (28) — 7. Walter Röhrl (D) (26) — 8. Timo Salonen (SF) (21) — 9. Jean Ragnotti (F) (20) — 10. Michele Mouton (F) et Rauno Aaltonen (SF) (10).

THE JOURNALISTS' PREDICTIONS

Our Portugese colleague, Mario Guerreiro, from "Motor" is the sole leader in our competition following the New Zealand Rally. He predicted Blomqvist's victory at the rally down under, and so did Gautier. Moncet, Minaz, Reste, Cavicchi and Zazzaroni in the overall results. Geurreiro has an excellent lead of four points on the tightly bunched group made up of Gerry Philips, Bernard Gautier, Jean Luc Moncet, Ricardo Munoz. They all have three points. With two points to their credit, we find, Messrs Holmes, Lemay, Perronino, Schmit, Volker, Rest and Cavicchi. With one point, Lindberg, Chapuis and Frey. No points for M. Lozza. For the next round, the Argentinian rally, the journalists have made Blomqvist a popular man, they've all placed their bets on him with the exception of Ivan Zazzaroni who has decided to place his on Mikkola.

AUDI

1. RÖHRL-GEISTDÖRFER (D)
3. BLOMQVIST-CEDERBERG (S)
4. MIKKOLA-HERTZ (SF) (S)
9. WITTMANN-DIEKMANN (A)

Yet to finish in New Zealand, Audi Sport decided to leave its new Quattro Sport at home (next outing will be the 1000 Lakes), and instead play safe by finally fielding three A2 models, Hannu Mikkola/Arne Hertz joining Stig Blomqvist/Björn Cederberg and Walter Röhrl/Christian Geistdorfer at the last minute. Mikkola's entry was regarded as "insurance", the addition of New Zealand to the reigning World Champion's programme no hardship to him, although he had so far found he had spent almost as little time at home as he'd done last season.

With 360 bhp minimum Motronic managed engines there was little difference in specifications, Blomqvist and Röhrl having what might be described as original suspension set-ups whereas Mikkola had progressive springs as well as harder Acropolis Rally dampers. Röhrl felt that this harder set-up was the best one for New Zealand, commenting that his felt too soft.

Michelin had its usual range of TRX tyres, but brought along some M7 type which hadn't been used since last year's 1000 Lakes, and were thought to be the ideal pattern/compound for wet or frosty conditions.

Backing up the three works cars was Austrian Franz Wittmann with his somewhat used looking Funkberater sponsored A2. With Peter Diekmann co-driving, the Austrian had made the long trip to the Antipodes in deference to the interest being shown by his national television company who were to make a film of his New Zealand experience. Wittmann was included in the factory service arrangements, and used Michelin tyres, not his usual Kleber.

LANCIA

6. ALEN-KIVIMAKI (SF)

The main worry for the Italians as well as Markku Alen/Ilkka Kivimaki was whether they'd have any tyres for the event. Their supply of Pirellis had been delayed by a Customs strike in Rome, and weren't due to arrive until the day before the start.

As was the case last year, Ninni Russo was running the operation in the absence of Cesare Fiorio, but this time there wasn't the Lancia-inspired unpleasantaness which had surrounded Blomqvist's late entry, the organisers having taken the precaution of holding a meeting with all the visiting luminaries to sort out any problems, real or imagined.

The 037 Rally for late entrant Alen had the same supension settings as last year, the chassis starting life as Jean-Claude Andruet's ill-fated Monte Carlo car and had last been used by Attilio Bettega in Corsica.

The evolution supercharged engine produced no more than 320 bhp, the entire ensemble weighing 980 kilograms.

For the Martini-backed team the decision to go to New Zealand was basically a last ditch effort to hang on to Audi in the chase for the Makes' title, but more importantly, it represented Alen's chance of keeping abreast of Blomqvist in the fight for taking the World Championship crown.

TOYOTA

2. WALDEGAARD-THORSZELIUS (S)
8. KANKKUNEN-GALLAGHER (SF) (GB)

Having missed the last two Championship rounds since its sensational Safari win, Toyota Team Europe returned to New Zealand for the first time since the Celicas' one-two in 1982 with Twin Cam Turbos for Björn Waldegard/Hans Thorszelius and Juha Kankkunen/Fred Gallagher. The Swedish pair had been the winners in '82 whilst Kankkunen/Gallagher were having their first taste of this rally.

Running at a lowly 0.75 bar pressure the KKK turbocharged twin cam engines produced a healthy 370 bhp each, the new cars probably weighing less than 1000 kgs. Probably? No one had time to put the completed cars on a weighbridge, but the rippled lightweight door panels, and side/rear windows which looked more like Clingfilm than perspex served to underline the fact that engineer Gerd Pfeiffer had been working hard at shedding many kilograms

The two Celicas were entered by the local importer, not TTE, and further support for the Cologne-based Group B cars came from locals Paul Adams/Jim Scott who were seeded at a lowly 32 in a Toyota NZ Ltd backed Group A 1587 cc Corolla. Originally built by the factory in Japan, the Corolla was running on fuel injection for the first time, its previous two appearances in national New Zealand events having been non-homologated carburettors. Like Toyota GB, Scott had been experiencing problems with the computer which controls the injection, but the arrival of a new "brain" from Japan had apparently cured a reluctance to rev easily to 9000 rpm.

NISSAN

5. SALONEN-HARJANNE (SF)
10. COOK-JONES (NZ)

For Tim Salonen New Zealand was really his last chance to retain his coveted FISA "A" seeding for next season, but it wasn't as tall an order as it may have appeared. The laconic Finn has a good record in New Zealand having won in 1980, and been runner up to Röhrl last year.

With regular partner Seppo Harjanne, Salonen had a new 240RS prepared in Japan, and looked after by a combination of Japanese and New Zealand personnel. The twin Solex 50 PHH carburettored 16-valve engine produced 260 bhp, the factory having worked at improving traction, Salonen professing himself satisfied.

Backing up the Nissan regulars were local crews Reg Cook/Wayn Jones in the car they'd first used on last year's Sanyo Rally. Since then Cook had fielded the car in the New Zealand Championship (Nissan is in fact the only importer to run an official team in the series), and it had been fitted with a new engine, gearbox and axle from the factory for this event.

Elio at Detroit: "There's a culture gap between Europe and America that you can't really ever bridge." (photo Bernard Asset)

NUANCES

Education, money, de Angelis will not forsake his past — he's proud of it. (photo Bernard Asset)

THE YOUNG MAN IS STILL ONLY TWENTY-SIX, BUT DALLAS WAS HIS 81ST GRAND PRIX, MORE THAN ROSBERG OR PROST. HE STARTED HIS F1 LIFE AS THE SON OF A RICH FATHER; ACQUIRED A REPUTATION AS A DILETTANTE; STUCK TO HIS GUNS AND THIS SEASON LIES THIRD IN THE CHAMPIONSHIP IN A HIGHLY COMPETITIVE LOTUS. COMPETITIVE AND RELIABLE, FOR ELIO HAS FINISHED EVERY RACE BUT ONE IN THE POINTS. THE MAN HIMSELF REMAINS PRIVATE, PATRICIAN, ROMAN IN SHORT.

by Keith Botsford

We are in the *mall* of Loew's Anatole the day before the Dallas Grand Prix. Elio has to get to bed early to rise the *morrow* at 5.30 to get to warm-up. He needs his eight hours. The next day he will drive coolly and intelligently — against the grain of his car which is misfiring and his rubber which is gone — to finish third. On the eve of a race, it's not about that a driver wishes to talk. These are among his few private moments: sometimes, not always, drivers like to talk, for it articulates their feelings.

We begin on America, because that is where we are, in Dallas, heartland; and Elio's not happy here. *"Americans are so different from Europeans,"* he begins. *"I used to like it more here,"* he continues; *"but I was myself different in those days. But now I see that there is a culture gap between Europe and America that you really can't ever bridge."* Of course, he agrees that his profession is a barrier. It's hardly bridgetime at the track. *"I know it's a superficial judgment, but I couldn't really live here. But one thing I do like is that in America you can live your own life, you can create it yourself."* Drivers, we agree, don't lead real lives. *"I go to a place to drive,"* says Elio. *"That distorts life."*

In contrast, he likes Germans: *"They have class. They are Europeans, but they are American Europeans. They stick to their word. And then my girl-friend (the lovely Ute) is German!"* Which leads, obviously, to an excursion about love and marriage, which need not concern us here. It is a subject on which Elio is at least in three minds.

He is a perfectionist, in that as in all things: *"If I do something, I like to do it well. And yet I do so many things well and do them only by halves."*

Because one of the things Elio has always said is that when he finishes racing, he wants to write music: not every driver's ambition. During the Kyalami strike, Bruno Giacomelli was the court clown, but Elio was their musician. *"I studied hard when I was little,"* he says. *"I did classical piano until I was eight. Then I couldn't stand being in short pants and going off to practice in old buildings, so I gave it up. Then I took up the piano again when I was twelve, but I've never perfected myself in the instrument. My second start was with the blues.*

though I'm coming back to classical music, too. But you see, I gave it up because my teacher heard me one day; I was playing Brahms as blues and she threw a fit! How could I destroy such music!"

As he says, he doesn't like playing the music of others. Best of all, he likes to do his own thing, a form of improvisation. Could he do it professionally? He's had offers: *"But they wanted me for my name, not my music."* He has cassettes ready, but *"I'm not yet ready myself. I'd get caught up in it. I am in racing and the two just don't mix."* Also, he can't write music. From Ray Charles and Stevie Wonder on is his bag. By ear. If his ears last out the noise of cars.

Other things, too, he would have liked to have done. *"So many others,"* he sighs. *"Driving is a limited world, but the truth is that driving is the only thing I've always fought to do. From the moment I could think and reason, it's the only thing I ever wanted to do badly enough. So I continue to struggle, even if I like it less now. For good or ill, I am 'established'. When I started out, it was for purely sporting reasons and it seemed to me a pure sport."*

"I GREW UP WONDERING WHY FERRARIS WEREN'T WINNING".

At which point there arises the obligatory question. Why, if he likes it less, does he drive? For that matter, why does any driver drive? *"I was six or seven and I had a little red pedal-car. I used to play with it in the garden. The ground sloped away: that wasn't enough. I'd make my brother or my cousins push me so I could go faster. By ten, I was too big for the pedal car and I got a bike. I put a steering-wheel on the bike and a helmet on my head. By then I was already watching Jim Clark, Rindt. As I grew up, I became another Ferrari freak. Always wondering why Ferraris weren't winning."*

Now Italians do sometimes follow Italian drivers, and not just Ferrari drivers. But if Elio wins, it is still not the same thing as Ferrari winning. Not in Italy. And why not? *"Because that's the way Italy is,"* he answers. *"Ferrari is a myth, like Garibaldi. For good or ill, in an Italy that's undone, that's all ups and downs, Ferrari remains as part of the national mythology, like the Italian football team."* The nation needs triumphs. But Elio doesn't feel out of water in England, or racing for a British team. *"At the beginning, yes. But Italy never made me feel particularly Italian,"* he explains. *"I think I am very Italian, but Italy never adopted me. Not in the right way. I had to emigrate. It wasn't my intention to race in England. In Italy they told me I was finished when I was nineteen. The English helped me to get to know them; they have helped me to grow up; they have shown me some of the harder aspects of life. I owe them a lot, especially when you think that the first time I raced in England, for team ICI at Brands, I spoke not a word of the language. All I could do was point: tyres no good."*

Of course he'd been to England before, on trips with his family. *"For me, it was just the Beatles. The Beatles and Carnaby Street, records and clothes I could bring back to Rome."* He remembers the brightly-coloured shirts, but never got to see the Beatles live.

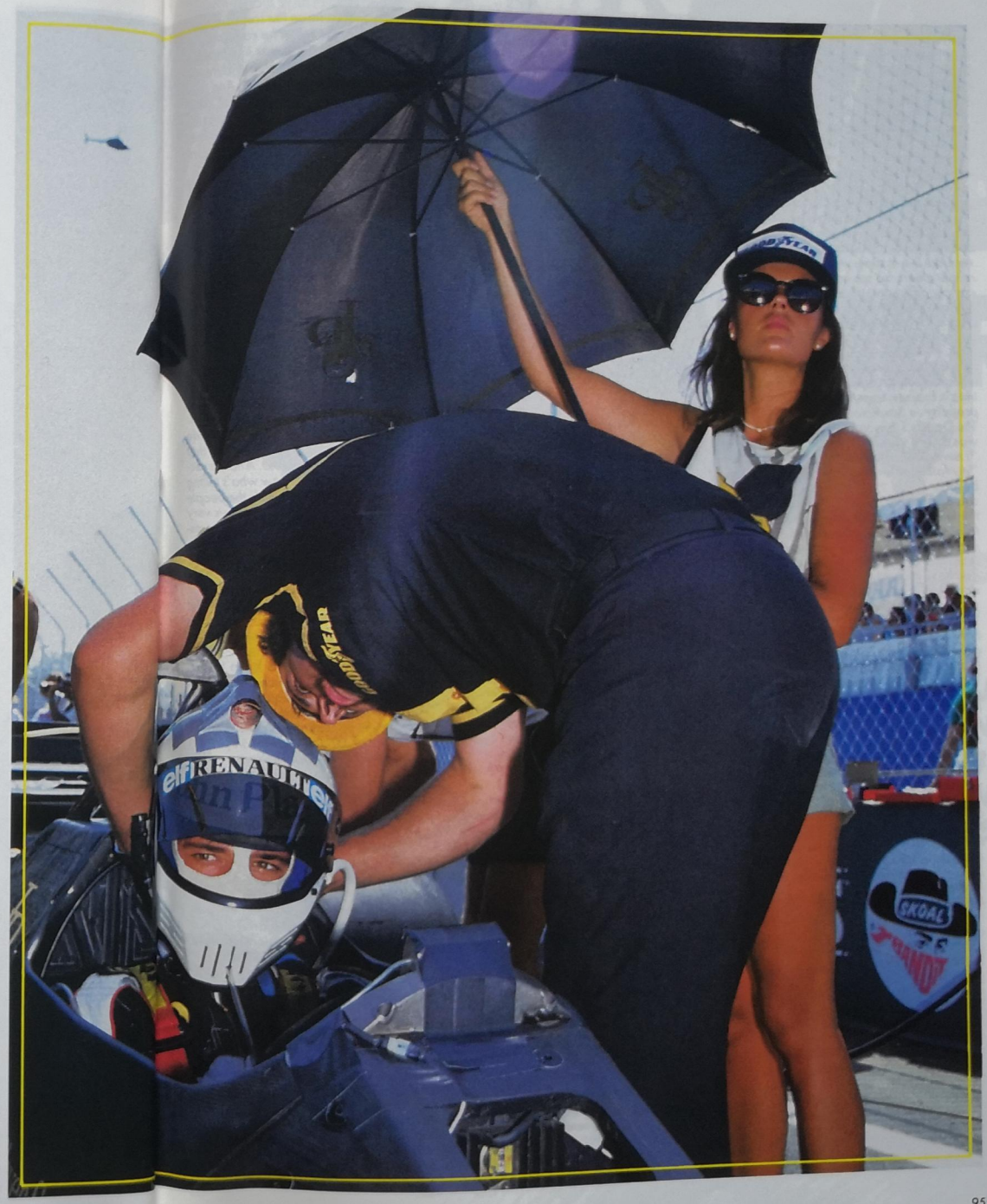
Otherwise, his early horizons — and even some of his current ones — are limited to his two great loves: the sea and the sun. *"The sea gives me a sense of freedom,"* he explains. *"I like looking out there. If you look up at the stars, you are lost, it's frightening; the stars lack dimension. But the sea gives you space with dimension."* Of course his family, as he points out (no false modesty here), owns shipyards, boats... I go back to motor racing. So he's 'established' is he? *"No one is ever established,"* he answers. *"I could get a letter tomorrow morning..."* But as he told me in Detroit, he does feel more solid in his profession. *"I think it's a question of becoming conscious of your own value. You grow up within. As a driver, I feel I'm still growing, because I'm still young, and yet I have a lot of experience behind me. What is difficult is to integrate that experience into your life as a whole. For instance, I remember little of my first two years in F1, but last year I remember perfectly. Not because it's more recent, but because I now think differently. At your age,"* he adds, referring to my emerging grey hairs, *"you know who you are as well as what you've been. Mine is still in evolution. Things change, circumstances are still changing."*

putting in all the effort I might, I wasn't professional, I was in Ibiza when I should have been testing. It was his way of punishing me.

"From that I learned. I learned I had to take my job more seriously. But when you're young, you think you can do it on sheer talent. You make the car go faster than it will go. When you succeed, all is well; when you make a mistake or when you get hurt, then you think, maybe I'm not all that omnipotent. You learn to be a bit smarter. It was a bad scene, but it was the first real human contact we had, and that was better than bottling everything up.

"At the time I thought I might even go back to Italy. To go back as someone: that meant a lot to me. But I didn't go back. Colin insisted I stay. He even sent a cable to the President of the Republic! Colin was not your normal Englishman. He was more of a Latin: both in his moments of panic and his moments of genius. He was in tears when I won in Austria and I was in tears when I heard he died. He was a bit of a father to me. A father in racing. He gave me confidence. He'd say, 'I'll build you a car to win with...' "

Things are very different at Lotus now. Elio no longer races for Colin Chapman; he races for himself. *"I've built this year on the horrors of last year,"* he says, *"the year of the Great NO. I knew my stock was slipping; I was making mistakes I hadn't made for years. I had to prove I was a man and I think I've succeeded in doing so: even if last year I finished 17th in the championship. It was the most critical year for me. I was 26 and already I had no future. Now I race for myself."*



De Angelis will probably write music when he retires from racing. With a world title?
(photo Bernard Asset)

Gérard Ducarouge has been the man who has made the difference. *"We always had a certain feeling for each other; we always thought we might some day work together and as soon as he was free, he came to Lotus. I was one of the reasons why he came. As a person, he's fiercely competitive. Speed is the expression of competitiveness. Put everyone behind you: any way you can. I push him in another direction I tell him we're fastest, but let's also try to win the championship."*

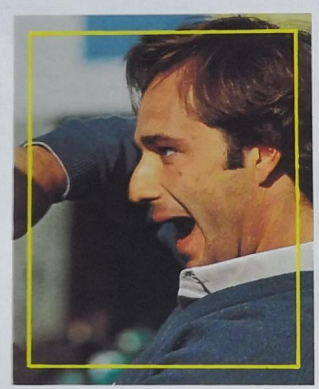
In the shape of his life, as Elio would admit, his father has played a large, even a determining role. *"Our relations have always been very close. Probably because I am very like him in some ways and very different in others, so we have our encounters and our differences about life. Which is normal between father and son. But we love each other greatly. We talk to each other all the time: both about his life and about mine. I worked a bit in the business and I lend it an ear; the door is not shut and now my father, my brother and I are for the first time in business together, putting together property in Sardinia."*

The Daddy's Boy in Elio is shifting fast. It was a hard tag for Elio to get off his back. *"I never felt I was Daddy's boy,"* he says. *"my father never spoiled me. I could have become one if I'd wanted to; my father could have let it happen. But I was always thinking — and this is where sometimes my father and I argue — about who I am, what sort of person I am, me as myself, not as a product of my family or my background. You have to build your own life and if you don't know how, you're not living a life; you are bound to someone or to something. When you're young, there are no in-betweens. There's black and white but no grey. Sport, too, is black and white. It was a place I could express myself."*

The grey, then, came later. When Elio saw the sport was no longer pure. What had he meant by that? *"It's a strange sport now. It's a way of being famous. It's a way to success. Success is a very important fact in a man's life. Otherwise, without success, everything I've done until now would be valueless. I started in F1 because it was a form of intoxication. I liked to dominate a car. Now I know how to do that, there is less left, though there are always things left to learn. So it's not quite true that I know everything there is to know. But what is stronger in me now is the will to 'arrive'. Not to be 101 % fit, because you could still have a bad car; but in this sport — which I still think of as a sport — to have success and to know how hard it's been to come by it."*

But as we know, F1 is also commerce and politics. The former, being rich, Elio can perhaps do without. The latter? *"I still like the sport; I despise politics in the sport as I despise it in life. I'm not a diplomatic man. As my father constantly points out. "Why do you do things the hard way?" he asks. The answer is that it gives you more satisfaction."*

I am surprised at this lack of diplomacy. Elio is all grace and manners. He answers, disparagingly, that *"that's all part of my upbringing. That puts a brake on my public expression of discontent"*. Not always. He had one set-to with Colin Chapman that he remembers well. It took place in Las Vegas. *"Colin was a person with a sort of halo about him; it was hard to get close to him. I felt that I was part of his car, that he didn't really see me. We had no human relations as such. But in Vegas — there was a problem of who was the number one driver — I gave him a real blast and he gave me one right back."* It was part of a long-standing quarrel between Elio and Nigel Mansell who, at the time, was the apple of Colin's eye. And was getting the better deal. *"I was right,"* Elio continues. *"I couldn't go on in that situation. Colin said it was because I sometimes didn't appear to be*



That victory is not far off. If it hasn't happened, it's been, Elio says, *"a little bit bad luck and also because we weren't really geared up properly. We just weren't technically prepared enough, there was insufficient testing."* Lotus is feeling the pinch? *"You say that, not me,"* grins Elio. *"But we are a small team now, we're not in the same league as Ferrari or Renault. There was a lot more money when Colin was around. We'd make a car, Colin would look at it and say 'I don't like it, get rid of it.' If you pointed out how much it cost, he'd say 'What do I care how much it cost?' Today, our racing is done with a pocket calculator in hand. That's Peter Warr's skill: with not much, he's put a lot together."*

From outside, it looks as though Lotus has a winning car; yet it doesn't win. Why not? *"We get the most out of very little,"* answers Elio. Quite naturally, one is led to discuss drivers in this context. Nigel Mansell in particular. Has he the capacity to win for Lotus? *"Nigel's good,"* answers Elio charitably (he was to be less charitable after the race). *"He's just a little limited in some ways; he doesn't understand his own capacities."* There are limits to that understanding, that come from Nigel's background. That makes for difficulties of communication between the two men.

"I don't know if he suffers from a complex in my regard," explains Elio. *"I have made many efforts to reach into his mind, to make things better between us, which is important for the team. I remember with Mario, when again we didn't have the best car in the world: Mario would say, look, you put in such-and-such a time and I'll do the same; otherwise they'll never change this car! That was rapport. I don't have that with Nigel; not since he first came on the scene and was still a new boy. But when he came third in Zolder, his first result, it was like flipping a card; he became a completely different man. It was like a transformation. And I can understand it, because he got that result coming from nothing. He's not made of the same stuff as me. For me a third place is fine, it's beautiful; but perhaps I can take it more in my stride than Nigel can.*

"But from then on he changed. He started to lie to Chapman, about all sorts of little things. It became like the thing between Mario and Ronnie. It reached the point where we literally no longer talked to each other; he would come into the motor home and say one thing and I would say another. It wasn't a good scene. Then came Canada, where he was behind me and flew by me and eventually had a bad accident. After that race, I no longer wanted a psychological war with him. It was as though it could actually hurt him if I did so. I didn't want the responsibility.

"We sat down together and tried to thrash it out. But he has a complex. Now, all drivers are liars in part, we all try to hide things, but Nigel has a real complex on that score. It is a sign of weakness. And it's useless to lie: the engineers know who's telling the truth. Sometimes, I think it's the people around him. I know that he's always very tense, as though there was this huge pressure on him. As though, whatever happens, he's still missing out on something. Perhaps because he's not yet won his first race. That I can understand. But I don't think that's an excuse. He should improve, change. But underneath it all, I like him and I respect him. I've seen him evolve already. It's slow, but it's constant."

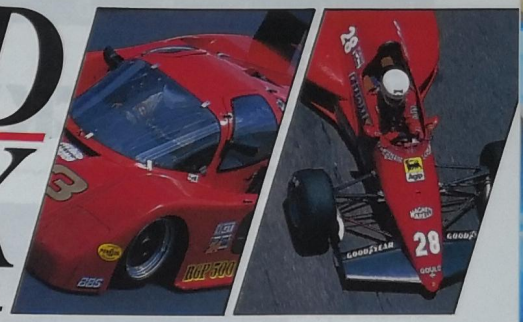
At which point, since we'd been talking about Nigel's defects, I asked Elio what he thought his were. He was quick to answer: *"Too much ambition. And a little laziness, which I could do without. Now I keep the laziness out of racing. You can only really rest, anyway, when you're happy. After I won in Austria, I spent the finest week of my life. I didn't sleep for a whole day. I wasn't sleepy. And then Italy beat Germany in the World Cup the following week! I was on Cloud Nine."*

At which point, Ute chimes in, away from her usual quiet reserve. To tell us the present German football team is a disgrace. It is.

We all agree, then. On something. Because on Elio the man and Elio the driver, whatever his position in the championship table, there will always be disagreements and ambiguities. It is as though the man came himself from a different world to most. A world of greater ease. For most, hunger is what makes men succeed. And people think hunger is external. That it's wanting something — money, success — that's denied to others. But hunger is also internal. It's wanting to know who you are and have people see what you are so clearly that they accept your own definition of yourself.

With music, money, sun and sea, all Neptunian signs and manifestation, Elio is likely to remain his own man and serene. But last year, iron entered his veins. Or he wouldn't have talked so freely. Nor raced half so well. □

GRAND PRIX INTERNATIONAL



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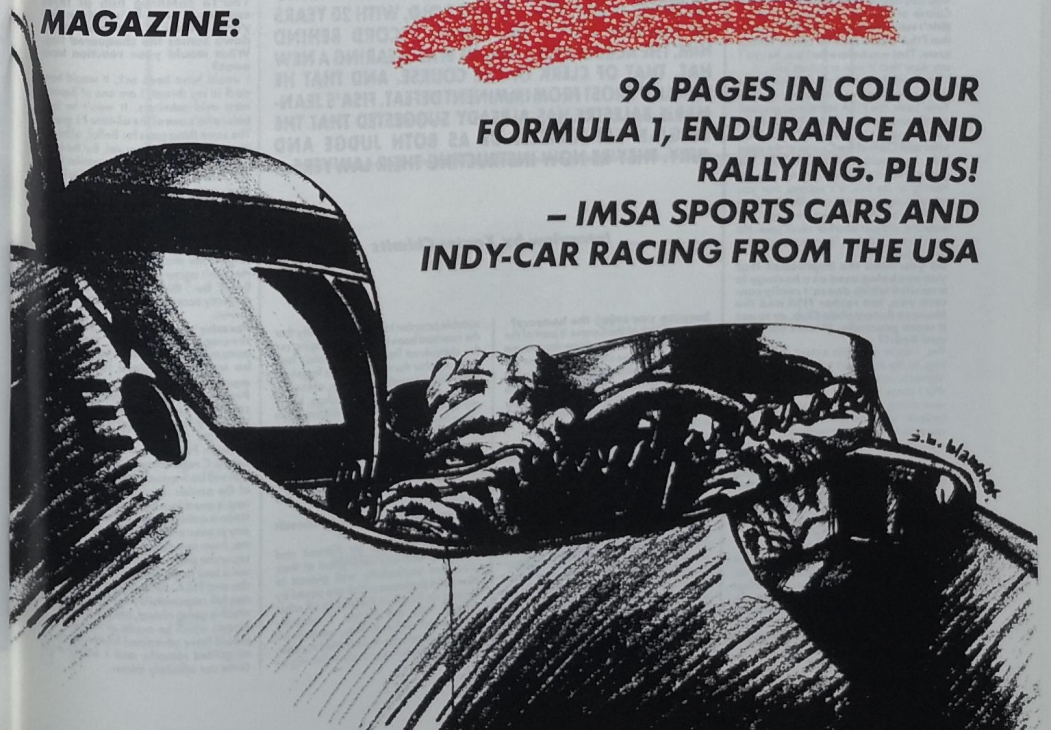
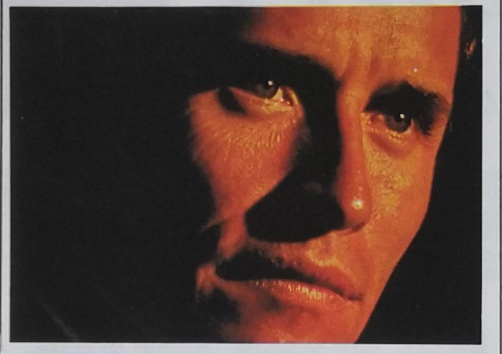


JACKY ICKX



IT WILL BE A LONG TIME BEFORE ANYBODY FORGETS THE CIRCUMSTANCES UNDER WHICH THIS YEAR'S MONACO GP WAS STOPPED. PROST, SLOWING TO A CRAWL IN THE RAIN, ONLY JUST MANAGED TO WIN. SENNA AND BELLOF, REELING HIM IN RAPIDLY, WERE DENIED A CHANCE OF SUCCESS. STANDING ACCUSED: JACKY ICKX, 39 YEARS OLD, WITH 20 YEARS OF RACING AND A GLITTERING RECORD BEHIND HIM. THE ACCUSATION: THAT HE WAS WEARING A NEW HAT, THAT OF CLERK OF THE COURSE. AND THAT HE RESCUED PROST FROM IMMINENT DEFEAT. FISA'S JEAN-MARIE BALESTRE HAS ALREADY SUGGESTED THAT THE BELGIAN SET HIMSELF UP AS BOTH JUDGE AND JURY. THEY'RE NOW INSTRUCTING THEIR LAWYERS...

Interview by Xavier Chimits

Jacky Ickx, you have instituted legal proceedings against Jean-Marie Balestre, the FISA president. This is something that drivers don't normally do.
Yes that's true, I realise that. I think it's the first time in the history of F1. It's also the first time that I have brought an action against anyone. I don't like court cases. But unfortunately in view of the way things stand, I felt that I had to. There are some things in life that you can't let by.
You are suing for libel.
I don't know what exact terms my lawyers will be using. But Jean-Marie Balestre made some completely unacceptable statements concerning the Monaco Grand Prix, which are utterly unforgivable. In the heat of the moment, he often comes out with rash comments. However he insinuated several things about me, not once but several times. He repeated them in subsequent interviews, knowing exactly what he was doing.
Who exactly are you fighting, the man or the institution?
It's got nothing to do with the institution. Some person, be he president or not of the federation, made some statements which have put my honour in doubt. Of course, there's more of a stir because the man in question happens to be Jean-Marie Balestre. I have been racing for 20 years now and my reputation has always remained intact. I will not tolerate anyone saying that my reasons were anything other than in the name of sport while I was doing my duty, which I freely chose to do.
Let's be frank. It has been suggested that you were favouring Porsche, for whom you race in Endurance, by stopping the Monaco Grand Prix just when Prost, driving a Porsche-powered McLaren, was about to be overtaken by Senna...
That is insinuating that I was obeying instructions from one person in particular. It can be interpreted in any one of several ways. I reckon that it was extremely bad taste for a FISA president to have said something like that at all. It was he who decided to change the Clerk of the Course at Monaco, and at the time he didn't see anything wrong with the idea that FISA should issue an official licence to me. That was before the race, he can't say now that it was a put-up job.
I informed Balestre by post that I was going to officiate at Monaco as soon as Yvan Leon, the FISA secretary, granted me the necessary licence. If he thought that I shouldn't be a driver, TV commentator and Clerk of the Course at the same time, he should have said so then. I'm going to court to defend myself. I regret having to do this. It's normal that you come up against criticism in life. But there are limits to what you can do or say. For Balestre, it's just another court case. He must have a full-time lawyer working for him. I don't.
Do you have the impression that you are being used as a hostage in a conflict which doesn't really concern you, but rather FISA and the Monaco Automobile Club, or to put it more precisely, Messrs Balestre and Boëri?
Yes, I do to a certain extent. By accepting to be the Clerk of the Course, at Monaco, Jean-Marie Balestre concluded that I chose sides. I'm also in their sights now along with the AC Monaco. I can't believe how personal problems and quarrels can interfere so greatly with the most elementary problems to do with this sport.
It's rather strange all the same that you've managed to get this far. I always thought you were made of the 'right stuff' to be a FISA president one day. And that you enjoy preparing for it.
No, I'm an unpretentious kind of person. I don't want any position of power, I've always done my best to avoid problems.
Well, it's a bit late now. But what makes a racing driver, currently competing, decide to become a Clerk of the Course? Because you like having responsibility, or because you enjoy the honours?
Being a Clerk of the Course is part of the responsibilities which a driver can assume better that anyone else because there are few people who really know what it means to drive an F1 in the rain. If the ACM asks me again, and if I still have my licence, I would be pleased to repeat this experience.
As a responsible person, you must have known that showing the chequered flag and a red flag simultaneously had no significance as far as the rulebook is concerned...
First of all, red and black flags were displayed simultaneously at all flagging points around the circuit. That indicates that the drivers must return slowly to the pits. Insofar as I knew that the weather conditions would not improve that afternoon, I had no intention of re-starting the event. Now, the rules do not provide any form of signalling to the drivers to inform them that a race will not be re-started after a stoppage. I therefore judged it a suitable occasion to warn everybody that the race had been halted, by bringing out the chequered flag approximately half a minute after the red and black flags had been shown together. You can, of course, question the details of procedure, but in my opinion that's an insignificant point when the safety of the drivers is involved. The FISA Yellow Book contains both General Prescriptions and particular rules for F1 races. The F1 Regulations stipulate that the Race Director alone must decide whether or not a race should be stopped.
Nevertheless, you should consult the stewards.
I don't believe that Mr Korsmit and Mr Frost, who are very good at their jobs, are particularly well placed to assess the problems which are posed by driving an F1 car in the wet. In all other matters they are perfect. I sincerely believe that neither of them, nor even Mr Ongaro, would have overruled my decision by authorising a re-start. Driving an F1 car in the rain is like driving through a storm on the motorway, without windscreen wipers, while closely following another car. The race had to be stopped. I would do exactly the same again.
Did you know that by stopping the race when you did, you deprived Senna of a remarkable victory?
That wasn't the problem. That sort of possibility has absolutely no effect on one's decision to stop a race. Whether it was Prost or Senna who came through to win was the least important of my worries. I have been accused of favouritism (towards Prost). Allow me to return the question: I have a clear impression that the press would have preferred it if Senna had won. If I had dropped the flag two laps later, with a win for Senna, everyone would have been delighted. It so happened that my decision was to Prost's advantage. That's the way it happened, sorry, I was not aware that it would turn out that way.
But Prost had been signalling to you for several laps that you should stop the race.
I didn't see his signals. Race Control looks out over the swimming pool, away from the pits. I believe that the signals he was making were to his own team, whose pits were just before the timekeeping booth. And even if I had seen these famous signals they would not have affected my decision. It has nothing to do with the matter. Talk about how hard the rain was falling, about the simultaneous showing of the red and chequered flags which isn't strictly permitted by the rules, or about the timing of the race being stopped. That's OK. When you agree to act as Race Director you know that you're opening yourself to possible criticism. But the insinuations made by Jean-Marie Balestre are unacceptable.
Let's look at it another way. Rouen 1968, the French GP. It's raining. You're in your first full season of F1. You are closing rapidly, let's say, on Graham Hill, soon world champion, who's in the lead. You're catching him at three seconds a lap, he's only a few yards ahead of you and, bingo, down comes the chequered flag. What would your reaction have been?
I would have been sick, it would have stuck in my throat. I am one of Senna's most avid admirers. It won't be long before he's one of the all-time F1 greats. The same thing goes for Bellof, although it's not quite so obvious yet. But the question isn't to find out if my decision pleased Senna, Bellof or Prost. I had to let the race continue while it was realistic to do so. In these circumstances the danger was letting it go on one lap too long. On Sunday evening Senna could have murdered me. I saw him again on Monday morning, at the airport, and we had a talk. He didn't agree with my decision, nor did Bellof. But I think that my decision was perfectly acceptable to the majority of the drivers.
Porsche's relations with FISA went through a difficult time last autumn. Just when things seem to be improving, here is Porsche's number one driver dragging the President of FISA through the law courts. It can't make Porsche particularly happy, can it?
Don't get confused. The disagreement between Porsche and FISA is about the Group C regulations. I hope that a solution will be worked out. But I am not one of the parties involved. Porsche's business is one thing: the defence of my reputation is quite another. I don't believe that any pressure will be brought to bear on me, from any direction, to sort out these separate and unrelated problems. I am not a tool in the dealings between Porsche and FISA. Jean-Marie Balestre carries full responsibility for the legal case which is going ahead, because of the statements which he made at Monaco. He should have abstained from making his misguided remarks and I would have come out infinitely better.

MAGÉIA

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SANITARY EQUIPMENT

Dears Sirs,
I was very interested to read your criticissm concerning the Dijon circuit when the French F1 Grand Prix was held there this year. I would like to get a few points straight. People have always had a great deal of comments to make about the Dijon sanitary equipment, and I can assure you (have you ever looked around the public enclosures?) that we have invested a great deal in this area, but it is true that there is no question of satisfying demand when there are such considerable numbers of spectators. I believe that if the scores of thousands of spectators come back to Dijon, they must find some degree of satisfaction somewhere. The pressmen, I admit, encountered some problems, and publicly I also have to admit that they have not as yet been resolved. Do you really think that the French Grand Prix should have to cater for 700 journalists and issue 700 passes? Do not tell me that there are 700 journalists working in F1. Gilles Guignault from FISA put a lot of hard work into that Grand Prix, but quite a few passes were given out to people I didn't give my OK for... I now want to go into two sore points concerning the camping site water and the extreme reactions of the Prenois villagers. The Dijon circuit has not as yet obtained a permit to construct water facilities at the circuit entrance because the access roads are "B" roads, and private companies are never granted permits for that category. We made an application with our local parish advised by our local administrators and we were able to install the drinking water point (4 outlets) for 2,000 campers on the site and not 20,000 as you claim. The Prenois commune has been given 2,000,000 francs (£ 180,000) thanks to the circuit, for so-called show rights. We estimate that we'll be paying 500,000 francs in 1984. So why can't the commune make an effort? The Prenois villagers (about 200) can still come to the races for free, by just showing some proof of their identity. The Parish counsel thought that they would also be able to have free access to the F1 paddocks as they used to. I was unable to let then enter as I only had a limited number of FOCA passes to the paddocks. Some disheartened souls thought it was my doing... I may by the circuit owner, but I don't own FOCA... Having made these points clear, I would be glad to hear any suggestions you may have on how to improve the circuit. Our only satisfaction was the success with the public at the 1984 French Grand Prix which means that the Dijon circuit can look forward to the future with calm.

François Chambelland
Dijon circuit owner

"There is no question of satisfying demand when there are such considerable amounts of spectators..." Haven't you made a slip of the pen? You can't have meant to write that surely. An owner's duty is in fact to be able to satisfy demand. It's true that the Dijon Grand Prix was less criticized than in previous years and it's true to say that you have also built a circuit from nothing, making it a profitable operation with no outside help. Equally true it is that Grand Prix has a record number of spectators, but it is also the only circuit in the world to have so few sanitary installations. You say, which is quite true, that if the public come back each year, it's because there must be a reason. In fact there are two reasons — the first is the geographical location of the circuit itself, and the second is the show, especially in the bowl (cuvette). But why should you deprive the spectators of the facilities they are offered on any other F1 circuit? We are pleased to note, that as the years go by, improvements are made. We thank you for your letter and comments on the Graffiti column, and hope to hear from you soon.

Yours, GPI.

THE FALL

How can you explain the fact that Ligier has been at the bottom of the ladder since the 1981 Las Vegas Grand Prix and has never managed to go up a rung since then? Who's at the root of the problems — Laffite, Jabouille, Ducarouge, or Guy Ligier and his team...

Georges Chaumont
1110 Monges
Switzerland

It's perfectly true that the Ligier team are still pursuing their glorious past. Who's responsible? There's no-one you can point out. In F1, any failure is always a collective one. You could say that Guy Ligier's big mistake was probably to get rid of Gérard Ducarouge. He now finds himself alone to manage his team. When he is absent from the circuits, as is the case at present due to economic problems with his factory, the team lacks structure. You could also add the dramatic break with Peugeot-Talbot two years ago and a difficult season last year with a Ford-Cosworth. The rosy past with the Laffite-Dupuiller or Laffite-Pironi duos seems all too remote now. Don't be too harsh with Ligier even though they are having hard times. Don't forget for example, De Cesaris' race at Imola this year. But it is true to say that Guy Ligier won't be able to race much longer if he continues his run of bad seasons.

Yours truly, GPI.

✍✍✍

TOLEMAN

Bob Constanduros
Kimberley's,
19 Heath View,
London N2 OQD
PRICE: £2.50p

The latest and without a doubt the best in the Kimberley series on F1 constructors. This book is not quite up to date as it was written at the end of 1983 when Derek Warwick and Bruno Giacomelli were both driving for Toleman.
However, you get a good idea of the structure and past history of the team which has been making steady progress towards the top since it began racing in F1. There are profiles on Alex Hawkridge, Brian Hart and Rory Byrne, a quick recap on how the Toleman adventure started out in car racing, a technical article on the TG183, an account of the triumphant season of the Toleman F2 1980 and photos of a much better quality than in the other books making up the collection. This book contains 28 pages but shows much promise for other books to be added to the collection.

Three ✍ progress has been made.

✍✍

FORMULA FERRARI

Cristiano Chiavegato
Forte Editore
Via Flumendosa 47
20132 Milan
Italy
PRICE: 10,000 Lira.

A short, unpretentious kind of book which should be much appreciated by Scuderia fans. The paper is of a rather rough grain, which means that the printing quality of the photos is not particularly good, and the texts are in large type. The overall impression is satisfactory, in view of the low price calling for certain allowances. Chiavegato begins by going over the Scuderia's history in F1 since 1979, before going into the 1983 season more deeply with details concerning the preparation of the 1984 season. There is a good technical section with a great deal of colour plates, the texts are interesting, although not very detailed. This book is obviously not a reference for autosport. Its main aim is to give its readers precise information which it fulfills amply.

Two ✍ value for money.

RALLY LIBRARY 1 — GRAHAM ROBSON

✍✍✍

RALLY LIBRARY 1 Audi QUATTRO

Graham Robson
M.R.P.
32 Devonshire Rd,
Chiswick,
London W4 2HD
PRICE: £4.95

The rally library of "Motor Racing Publications" (you can't be more precise than that) is a collection that will leave no rally fan indifferent. Graham Robson gives us here the full history of the car which made the biggest impression during the 1980-1983 seasons, the Audi Quattro. This is a good exhaustive book with technical articles, many colour plates, accounts of the seasons completed during the past three years. It's easy to leaf through and find the information you require and is reasonably priced for even the smallest of wallets.

Three ✍ interesting with no padding.

WHAT'S ON

AUGUST 3 — 5

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Ontario M3J 2H2
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Warm-up on Sunday from 9:00 — 9:30.
Race starts on Sunday at 12:00.
Admission prices: public enclosures $5 on Friday, $10 on Saturday, $20 on Sunday; covered stands: $5 extra on Saturday and Sunday; three day pass: $35. (Prices are in Canadian dollars).

AUGUST 3 — 5

GERMAN GRAND PRIX F1

HOCKENHEIM
Automobil Club von Deutschland e.V.
Lyoner Str. 16
D — 6000 Frankfurt 71
Tel: (0611) 660.62.52.
Untimed practice on Friday and Saturday from 10:00 — 11:30; timed practice from 13:00 — 14:00
Warm-up on Sunday from 10:30 — 11:00
Race starts on Sunday at 14:30.
Admission prices: public enclosures: 20 DM on Friday, 15-20 DM on Saturday 25 — 30 DM on Sunday; covered stands: 20 DM on Friday, 25-50 DM on Saturday, 50-145 DM on Sunday.

RIO 1984

Black Power

John Player Special King Size

BRITISH GRAND PRIX

The F1 circus comes home to Brands Hatch circuit. Those Dallas and Detroit circuits will soon be far from the minds of the drivers. There'll be fewer surprises in store than on the North American continent. McLaren should be able to resume their trajectory ahead. Unless Lotus...

BRANDS HATCH 1,000 KM

A special Brands Hatch issue coming up in fact. If you can believe it the Group C's will be racing there just a week after the F1's. The works Porsches will be absent as they are saving themselves for the constructors' world championship. Now we know since Le Mans, that even though they're not there, the race is still just as exciting.

CART, IMSA, PROFILES ETC.

CART and Lolas driven by Andretti and Sullivan, two old buddies. IMSA and the Porsche-March duel, watched over by Jaguar. You'll find your favourite articles and profiles on the drivers seen in a different light. In other words everything you like to find in GPI.

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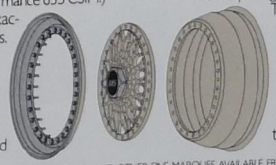

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